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DORSET

**A31 (T) WINTERBORNE ZELSTON IMPROVEMENT  
DESK-TOP ASSESSMENT**

By  
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for

Dorset Engineering Consultancy

December 1994

CAT Job 0429  
CAT Report 94211

## **CONTENTS**

List of Figures

Non-technical Summary

Glossary of archaeological and other terms

### **1. INTRODUCTION**

- 1.1 Project outline
- 1.2 The proposed route corridor
- 1.3 The study area: geology, geography, and current usage
- 1.4 Background: documentary and cartographic
- 1.5 Report structure

### **2. RECORDED ARCHAEOLOGY**

- 2.1 Prehistoric
- 2.2 Roman
- 2.3 Medieval
- 2.4 Post-medieval
- 2.5 Recent archaeological work
- 2.6 Parks and Gardens of historic interest

### **3. STATEMENT OF ASSESSMENT (Including the results of the walkover survey and aerial photographic scan)**

### **4. STATEMENT OF CONCLUSIONS (Impact of route options)**

### **5. STATEMENT OF RECOMMENDATIONS (Archaeological evaluation)**

### **6. STATEMENT OF RECOMMENDATIONS (Archaeological mitigation)**

APPENDIX 1: Brief supplied by D.E.C.

APPENDIX 2: Sources of archaeological and other information

APPENDIX 3: Fixed points chosen for description on the walkover survey

ACKNOWLEDGEMENTS

## **LIST OF FIGURES**

- |          |   |
|----------|---|
| Figure 1 | General location  |
| Figure 2 | Location plan showing route options   |
| Figure 3 | Detail plan (Red Post - The Old School) showing archaeological monuments and walkover survey points     |
| Figure 4 | Detail plan (The Old School - Dullar Lane) showing archaeological monuments and walkover survey points. |

## **NON-TECHNICAL SUMMARY**

A desk-top assessment and walkover survey of route options for the proposed A 31 (T) improvement at Winterborne Zelston has been presented in this report prior to the choice of a preferred route. The results have shown that the Green Route Options 1a and 1b are the least favourable options in terms of damage or potential damage to the archaeological resource. Both the Red and Blue Routes (options 2 and 3) show less potential for damage to the archaeology although all route options will need to take into account the group of low mounds north of Stag Gate and some form of mitigation is likely to be necessary in this area whichever route is ultimately chosen. Recommendations made in section 5 of this report suggest further investigation and evaluation of the potential for archaeological remains on all of the route options.

## **GLOSSARY OF ARCHAEOLOGICAL TERMS, OTHER TERMS, AND ABBREVIATIONS**

### **ARCHAEOLOGY**

For the purposes of this project, archaeology is taken to mean the study of past human societies through their material remains, from prehistoric times to the modern era. No rigid upper date limit has been set, but AD 1945 is used as a general cut-off point.

### **BRONZE AGE**

Chronological division of the prehistoric period which sees the introduction of copper and eventual widespread adoption of bronze weapons, implements, and jewellery. In Britain it is dated between c2300 BC - 700 BC.

### **EPNS**

English Place-Name Society

### **LB**

Listed building.

### **MEDIEVAL**

Taken here as the period from the Norman invasion in AD 1066 to approx. AD 1500.

### **MODERN**

Taken here as the period from AD1945 to the present day.

### **NEOLITHIC**

A chronological division of the prehistoric period during which agriculture and domesticated animals are introduced to Britain. It is dated between c4500 BC - 2000 BC.

### **NGR**

National Grid Reference given from the Ordnance Survey Grid.

### **NMR**

National Monument Register

### **OD**

Ordnance Datum; used to express a given height above mean sea level.

### **POST-MEDIEVAL**

Taken here as the period from approximately AD1500 to AD1900.

### **RCHM**

Royal Commission on Historical Monuments.

### **ROMAN**

A chronological division taken in Britain from the invasion of AD 43 to a date generally agreed to be AD 410, by which time there had been a fusion between the indigenous tradition and Roman culture.

### **SMR**

Sites and Monuments Record. SMR abbreviations used here include AND for Anderson, SM for Sturminster Marshall, and WZ for Winterborne Zelston.

### **STUDY AREA**

This is the general area which provides the focus for the report.

## **1. INTRODUCTION**

### **1.1 Project outline**

1.1.1 This report was commissioned by Dorset Engineering Consultancy (D.E.C.) as part of an assessment of route options for the improvement of the A31 Trunk Road from Red Post, west of Winterborne Zelston, to Dullar Lane (Fig 1). The broad corridor encompassing all options corresponds approximately to NGR SY883 971 at Red Post to SY 942 987 at Dullar Lane.

1.1.3 Information for this study has been compiled from readily accessible sources but it does not purport to be exhaustive. Archaeological records consulted include the Dorset Sites and Monuments Record, the Dorset Record Office, the National Monuments Record, and principal published sources, cartographic information, and information provided by aerial photographs.

1.1.4 The main objectives of the study are:

- a. To determine, by documentary trawl and walkover survey, whether any unrecorded archaeological remains may be present along or alongside the various route options.
- b. To identify any scheduled or non-scheduled ancient monuments, other notable recorded remains, or groups of remains of lesser importance.
- b. To identify any archaeological constraints associated with the various route corridors.

1.1.5 The methodology:

The methodology used in the compilation of this assessment will encompass those elements which are set out in the brief supplied by D.E.C. (see Appendix 1). In addition, the assessment will be compiled within the framework set out in The Institute of Field Archaeologists, *Standard and Guidance for Archaeological Desk-Based Assessments* and the Department of Transport *Design Manual for Roads and Bridges* Vol. II, Section 3, Part 2, Chapter 8.

1.1.6 The results:

The results of the assessment at this stage should consist of:

- a. a plan of the study area showing route corridors, all designated sites and areas and all areas where, based on a study of the SMR, there might be potentially important remains.
- b. an evaluation of the remains within the study area.
- c. the likely impact of route options.

1.1.7 This report was prepared by Cotswold Archaeological Trust between 16/11/94 and 6/12/94. A walkover survey was conducted on 17/11/94 with the assistance of Mike Baggs from D.E.C. The weather during the walkover survey was good with dry, clear conditions.

### **1.2 The proposed route corridor**

The proposed corridor for the A31 (T) improvement consists of three route options for the link between Red Post and Stag Gate of which two, the blue and red route, are largely contiguous or concurrent and tend to follow the alignment of the existing A31 to the south of Winterborne Zelston, whilst both of the green route options loops to the north around Winterborne Zelston and Almer. The routes are identified as Option 1a and 1b (Green), Option 2 (Blue), and Option 3 (Red), all shown on Fig. 2.

### **1.3 The study area: geology, geography, and current usage.**

1.3.1 The study area encompasses an area which extends either side of the three route options proposed for examination prior to choice. No precise boundary has been fixed in terms of the

examination of the surrounding archaeology. This was in order that a picture of the likely archaeological resource of the area could be formulated although the emphasis of the report is naturally placed upon the exact course of the various route options and the archaeology likely to be encountered. The study area shown on Fig. 1 includes those areas which are approximately 0.5km either side of the route options.

1.3.2 The geology of the study area is characterised by Valley Gravel overlying Upper Chalk in the valley floor with no superficial deposits overlying the chalk on higher ground. This information is supplied by the British Geological Survey (1981). Much more detailed information on the underlying soils and geology is provided in the report submitted to D.E.C. by Soil Mechanics Ltd (1993).

1.3.3 Winterborne Zelston lies in the southern extremity of an area which can broadly be defined as the Chalk Downs. This area extends across central Dorset with the Vale of Blackmoor to the north and the heath lands around Wareham to the south. The village itself lies just on the edge of the slope of the Downs but just above the floodplain of the River Winterborne which flows west to east into the larger River Stour at a point east of Sturminster Marshall.

1.3.4 The area today around the villages and settlements along the River Winterborne consists mainly of gentle undulating pasture and arable land which in winter supports root crops.

#### **1.4 Background: Documentary and cartographic**

1.4.1 Winterborne Zelston is mentioned in Domesday. The name originates from the river - borne in winter plus the manorial title of de Seles (Mills, 1980, 68). Winterborne Tomson, now a shrunken village, is also mentioned in Domesday, it takes its name from the same river derivation plus Thomas, which is probably of manorial origin plus ..tun OE settlement (*ibid.* 81). Mapperton is again found in Domesday as Mapledretone which gives Maple Tree Farm; an earlier version is Mapledertune from AD 943 (*ibid.*, 56). Almer is named elmere on a 15th century copy of an Anglo Saxon charter of AD 943. This derives from an eel pool on the River Winterborne - Almer Pond is recorded in 1844 (*ibid.*, 56).

1.4.2 Several estate maps of 1770 (Taylor 1770) show the area around Mapperton and Almer as enclosed fields listed for the most part in the apportionments as meadow, pasture, orchards, and arable.

1.4.3 The tithe maps of the mid 19th century show many of the fields along the route options as pasture or arable allotments.

#### **1.5 Report Structure**

1.5.1 Section 2 reports in greater detail on the known archaeology of the study area and lists the registered and graded historic gardens. All sources used in the preparation of Section 2 are catalogued in Appendix 2.

1.5.2 Section 3 assesses the survival and importance of the archaeology within the study area.

1.5.3 Section 4 determines the impact of the various route options.

1.5.4 Section 5 details archaeological mitigation methods for each of the route options.

1.5.5 Appendix 1 gives the brief prepared by D.E.C.

1.5.6 Appendix 2 details the sources that were used in preparing this report.

1.5.7 Appendix 3 details fixed points chosen for discussion on the walkover survey.



## 2. RECORDED ARCHAEOLOGY (Figs 3-4)

### 2.1 Prehistoric

2.1.1 A number of mounds, possibly the remains of partially ploughed-out barrows have been recorded in the area north of Stag Gate (Quinnell 1959, OS 495). The possible barrow, SMR [SM 52] in the fork between the A 31 and Sturminster Marshall road was described by Quinnell as a bowl barrow, 20m in diameter by 0.6m high. A further barrow site 150 due north SMR [SM 54] appears to have been confused with [SM 57], the description given for the two is identical although the NGR makes it clear that the details refer to [SM 57] which is some way further to the east.

### 2.2 Roman

2.2.1 The course of a major Roman road, SMR [AND.10] (known as Ackling Dyke) which ran from *Sorviodunum* (Old Sarum) to *Durnovaria* (Dorchester), lies more or less parallel to the existing A31 at Winterborne Zelston but just over 1.5km to the northeast. This road has been recorded in Margary's itinerary as 4e (Margary 1974) and has been discussed by Putnam (1984, 51-3); it shows as a distinct parchmark on aerial photographs of the area including the recent B.K.S. UK/92 44 008-9. Traces of the *agger* have been seen at Winterborne Kingston. There are recorded remains of a substantial Romano-British settlement either side of the road west of Bagwood coppice (RCHM 1970, V, 33-34). No Roman remains are recorded in the immediate area of the route options under discussion here other than the Romano-British pits said to have been located somewhere to the north of the A 31 west of Dullar Lane; SMR [SM 48].

### 2.3 Medieval

2.3.1. Settlement remains covering some 10 acres south and southwest of the existing buildings at Winterborne Tomson are those of the former, now shrunken, village; SMR [AND. 6]. The settlement is one of several unidentified Winterbornes in Domesday. The remains, which are bounded by a bank about 0.45m high, have been extensively damaged by quarrying but there are at least two well-marked house platforms and fragmentary closes. An area of indistinct earthworks at SY 886973 is probably associated with the former settlement. A block of ridge-and-furrow, SMR [AND 7] is recorded north of the church (RCHM 1970, 8). The Church of St. Andrew at Winterborne Tomson [LB 15] which has a 12th century origin, has a Grade I listing, as does the Church of St. Mary at Almer [LB50]. Strip lynchets of contour type, SMR [SM 45], but not closely dated, cover about 4 acres south of Mapperton (RCHM II, 290). At Winterborne Zelston itself the remains of a 14th century cross shaft survive; SMR [WZ 11].

### 2.4 Post-medieval

The detached farmhouse [LB 16] and barn [LB 17] at Winterborne Tomson, dating from the early 17th century, are both listed, II\* and II respectively. East Almer Farmhouse [LB 57] appears to have a 15th century origin with later additions, it is graded II. Almer Manor House [LB 53] of c1600 is listed as II\*. The gateway and lodge at East Almer [LB 58] is mid 19th century, graded II, as is the Stag gateway [LB 61]. Two mid 19th century milestones [LB 187-8] of The Wimborne Turnpike Trust are sited alongside the existing A 31, both are Grade II listed.

### 2.5 Recent archaeological work:

CAT has undertaken archaeological investigation immediately to the west of the current study area. A fieldwalking and auger survey (Ings 1993) along the route corridor of the existing A31 from Sturt Lane to just beyond Red Post failed to locate any deposits or artefacts of archaeological significance. A later evaluation programme south of Red Post (Bateman 1994) recovered a small flint scatter of probable Neolithic/Bronze Age date at SY884971. No focus of activity could be established within the limited scope of the evaluation. Further to the east of

the study area excavations at Heron Grove (Valentin 1994) revealed the presence of circular-built structures and pits dating to the early Iron Age which were almost certainly part of a hilltop settlement overlooking the Stour Valley. Subsoil features and spreads of occupation material appear to represent the northern extent of prehistoric occupation on the hilltop at Henbury Pit dating to the Bronze and early Iron Age (Cox 1992). Wessex Archaeology have recently conducted an evaluation at Spetisbury which included an examination of areas further to the south and thus just to the north of Stag Gate; the results from this evaluation were not available at the time in which this report was being prepared.

## 2.6 Parks and Gardens of special historic interest

Two gardens of historic interest in the area of Winterborne Zelston are listed by English Heritage in the Historic Gardens Register of Parks and Gardens. This register has in force in its current form since 1987. Parks and gardens are listed by grade in the same way as listed buildings although there is no direct planning constraint in the same way as for a listed building. Rather the registration should be viewed as a material consideration in any planning initiative.

### 2.6.1 Anderson Manor (Grade II)

Anderson Manor is listed Grade II a park or garden which by reason of its historic layout, features and architectural ornaments considered together makes it of special interest.

This is the site of Anderson Manor which are defined and encompass a formal garden of the 20th century on the site of a 17th century garden. The Manor was completed in 1622 and the formal gardens were laid out in the early 20th but probably followed the 17th century pattern. A 600 metre long avenue of trees provides an approach to the manor from the southeast from Red Post. The very southern extremity of this avenue would borders the proposed road scheme just to the west of Red Post.

### 2.6.2 Charborough Park (Grade II\*)

Charborough Park is listed Grade II\* a park or garden which by reason of its historic layout, features and architectural ornaments considered together make it, if not of exceptional interest, nevertheless of great quality.

The grounds of Charborough Park extend along the southern extent of the existing A31 from West Almer Lodge to Dullar Lane with the exception of East Almer Farm which is excluded from the registered area. These grounds were a 17th century deer park with formal gardens landscaped in the 18th century and enlarged in the mid 19th century.

### **3 ASSESSMENT STATEMENT (INCLUDING RESULTS OF WALKOVER SURVEY AND AERIAL PHOTOGRAPHIC SCAN)**

The archaeological value of the study area has been determined according to period, survival, potential, group value, and condition and vulnerability. Readily available documentary sources have been allied to an aerial photographic scan and a preliminary walkover survey. The assessment of the three route options may be summarised as follows:

#### **3.1.1 Option 1a (Green Route)**

This is the only option which runs to the north of Winterborne Zelston.

From Red Post, Option 1a (the Green Route), strikes northeast across pasture fields south of Winterborne Tomson. The route also cuts across a field in which the important earthworks of the earlier shrunken medieval village of Winterborne Tomson are visible [Dorset SMR 6]. The earthworks were also clearly visible on B.K.S. aerial photographs UK/92 44 049-52 and 44 010 as well as JRB 289 607 held at the NMR. Further to the northeast, close to Riverside Farm, a number of unworked flint flakes of Neolithic-Early Bronze Age date were recovered during the walkover survey at points (7 - 8) in winter stubble fields; these indicate prehistoric activity in the form of flint working in the precise area crossed by the route.

From Hill Top Farm north of Winterborne Zelston this section of the route crosses an area of strip lynchets of contour type which cover about 4 acres south of Mapperton SMR [45]. The lynchets are not easily visible on the ground today but show clearly on the B.K.S. aerial photographs UK92/44 059-60 held by D.E.C. and CPE/UK 1934 5130 held at NMR.

From the area of SMR [45] the Green option 1a joins with the with the line of the Blue and Red options at Dean's Plantation (see inset AA on Fig. 3). Traces of the field system of 1770 shown on Isaac Taylor's map may be seen clearly on the B.K.S aerial photograph UK/92 44 061 as ploughed out banks.

#### **3.1.2 Option 1b (Green Route)**

This route option encompasses a northern loop extending from The Old School - running to the north of Almer - then on to Stag Gate. Route 1b passes through the middle of the marked conservation area of Almer and thence just to the south of SMR [54] (suspected to be a mound) before coming together with the other route options just beyond Stag Gate. Aerial photograph 4947 Neg 41 held at the NMR shows the possible shadow of a ring ditch in the approximate position of SMR [54]. The monument was not very clear but was perhaps just apparent as a slight rise in the ground in a winter stubble field in the position marked on Fig. 4.

#### **3.2 Option 2 (Blue Route)**

This option follows fairly closely the existing route of the A31.

There is little recorded archaeology on this route other than the group of mounds, mentioned above, recorded just to the north of Stag Gate - SMR [52] and [58]. SMR [52] was visible as a low mound in a rough pasture field; its smaller recorded partner immediately to the west was not visible in overgrown rough waste. A test borehole (No. 28) in the area of the field immediately to the east of SMR [52] revealed topsoil to a depth of 55cms overlying 45cms of stiff valley gravel; the water table was not encountered until a depth of 4m (Soil Mechanics 1993, No.28). SMR [58] was not clearly visible in a winter stubble field and did not show on any aerial photograph of the area. Borehole No. 26 in the immediate area revealed a depth of 25cms of topsoil overlying 1.25m of sand described as valley gravels; the water table was encountered at 2.45m (Soil Mechanics 1993, No.26) Nothing could be clearly discerned on the ground of the suspected site of Romano-British pits at SMR [48]; the site currently lies within a sloping grass field.

### 3.3 Option 3 (Red Route)

This option takes a loop to the south from Red Post passing behind Rectory Farm and then follow and then rejoining the same route as the Blue option south of Huish Cottage. There is no recorded archaeology on the line of the Red route and nothing was added from the walkover survey. A group of tumuli are known from further to the southwest.

### 3.4 Summary

The assessment has highlighted the possibility of unrecorded remains of different periods occurring along route 1a. This includes the possibility that remains associated with the earthworks at Winterborne Tomson could lie unrecorded in the vicinity of the route. Such remains, if they exist, would be significant by virtue of their association with the recorded remains of the shrunken village. The presence of unworked flint flakes between Riverside Farm and Hill Top Farm can only be seen as particularly significant if restricted to a defined area - this would require further investigation - but it should be noted that an unworked flake was recovered away from the line of the route much further west near Anderson. The recorded strip lynchets are presumably of pre-Roman date; their importance is difficult to assess given the broad date range from which they might originate. The walkover survey has confirmed that some of the cluster of suspected barrows in the vicinity of Stag Gate are still visible as low mounds. The fact that a number of mounds are recorded in fairly close proximity to one another suggests the possibility that they might be broadly contemporary and thus have a significant group value.

## **4 STATEMENT OF CONCLUSIONS (impact of route options)**

### **4.1 Option 1a (Green Route)**

It is clear that, initially, the Green Route 1a would have an impact upon the archaeological resource. There is a strong likelihood of prehistoric activity in the form of flint scatters, dating from the Neolithic to Early Bronze Age, along at least part of the route between Riverside Farm and Hill Top Farm. There is a possibility that some medieval activity might be encountered to the south of Winterborne Tomson. This section of the route, unless screened in some way, would also impinge upon the setting of the three listed buildings in Winterborne Tomson and in particular would mar the view from the Grade II\* listed farmhouse which faces to the south. The route is shown to pass through the southern boundary of strip lynchets SMR [45] and would certainly destroy those over which it ran. This would route would impinge slightly upon the southern extremity of the avenue of trees within the Grade II boundary of Anderson Manor.

### **4.2 Option 1b (Green Route)**

This route option would, from its outset at The Old School, cross through the 18th century ploughed-out field system seen on aerial photographs around Dean's plantation. From there the route strikes northeast and would effectively bisect the conservation area of Almer. The route passes just to the south of monument SMR [54] but perhaps close enough to suggest that associated works could cause some damage.

### **4.3 Option 2 (Blue Route)**

This is the route which follows most closely the existing A 31, running mostly along its northern edge. This route would appear to offer the least threat to the archaeological resource on the basis of the evidence examined for this assessment. The route would pass through the southern extremity of the conservation area of Almer and would perhaps impinge upon the monument recorded northwest of Stag Gate SMR [58]. A listed milestone lies just off the line of the route opposite Huish Cottage. This route would appear to have little additional impact on the Grade II\* listed Charborough Park as it follows very closely the existing A 31 which runs outside the park boundary.

### **4.4 Option 3 (Red Route)**

The southern loop of the Red Route has no known sites. The remainder of the route is largely contiguous with the Blue route and comments made for that route will apply here.

### **4.5 Summary**

Green route 1a has the greatest likelihood for archaeological potential with consequential impact. All of the other routes, with the exception of the southern loop of the Red route, impinge upon the recorded archaeological resource, with the cluster of mounds at Stag Gate representing the most sensitive area archaeologically and that most likely to involve at least some destruction of archaeological deposits.

## **5. STATEMENT OF RECOMMENDATIONS (further archaeological evaluation)**

Presented here are proposals for further archaeological evaluation to accompany the results of the assessment above. Areas of specific archaeological interest identified during the course of this assessment are shown on Figs. 3-4 and these should be regarded as a constraint in that they would require further archaeological investigation.

### **5.1 Further evaluation: all route options**

In addition to this desk assessment and preliminary walkover survey which has confirmed the visible survival in the landscape of known unscheduled monuments and has resulted in the collection of some unworked flint flakes, it is clear that some further, more intensive evaluation of the route options would be beneficial in providing a more complete picture. In addition to the specific recommendations for known sites and areas of specific archaeological interest presented below, it is suggested that some geophysical survey, fieldwalking, and test-pits are commissioned at various points on all route options where no known archaeology has been recorded in order to test for unrecorded sites.

### **5.2 Further evaluation Option 1a (Green Route)**

For Green Route 1a it is suggested that a geophysical survey should be conducted over the area of the route between Red Post and the River Winterborne to the south of the recorded earthworks in order to determine whether these earthworks might extend beyond the known area. For the area between Riverside Farm and Hill Top Farm where flint flakes were recorded - it is suggested that some preliminary fieldwalking might demonstrate whether flakes are occurring in a greater density in the area than in other areas nearby.

### **5.3 Further evaluation Option 1b (Green Route)**

It has been suggested above that works associated with Green Route 1b might impinge upon monument SMR [54] due to the proximity of the route to the unscheduled area of the monument. If this were to be the case then some preliminary evaluation by geophysical survey or trial trenching should be required to determine the precise extent of the monument and the presence of any associated features.

### **5.4 Further evaluation Option 2 (Blue Route)**

The route passes sufficiently close to the group of recorded mounds at Stag Gate to warrant some investigation of the immediate area perhaps by geophysical inspection and trial trenching if necessary.

### **5.5 Further evaluation Option 3 (Red Route)**

Although there are no recorded sites, a programme of fieldwalking perhaps combined with geophysical survey where suitable should be instigated on the southern loop of this route. Thereafter the same recommendations made for the Blue Route apply.

## **6 STATEMENT OF RECOMMENDATIONS (archaeological mitigation)**

Archaeological mitigation could be required on any of the route options dependant upon the results of further evaluation detailed above being carried out and dependant upon the choice of the preferred route.

There are no recognised archaeological constraints in the form of Scheduled Monuments along the various route options although unscheduled monuments, and the setting of some listed buildings, would be affected by certain routes.

### **6.1 Specific mitigation Option 1a (Green Route)**

If this route is chosen some form of screening would be desirable to offset the loss of setting for the group of listed buildings at Winterborne Tomson. Some record of the nature of the strip lynchets which would be destroyed within the southern boundary of SMR [45] would be appropriate if this route is chosen; this could be achieved by limited trial trenching on the basis of information from aerial photographs.

### **6.2 Specific mitigation Option 2 (Blue Route)**

The siting of the milestone at the apex of the road leading to The World's End public house opposite Huish Cottage might need to be re-considered if the Blue Route is chosen. This is a listed milestone and some care would be required during building operations if it is to remain in its present position.



## **APPENDIX 1: BRIEF SUPPLIED BY D.E.C.**

### **BRIEF FOR ARCHAEOLOGICAL ASSESSMENT AT A31 WINTERBORNE ZELSTON TO EAST ALMER**

As Agent for the Highways Agency of the Department of Transport, Dorset Engineering Consultancy of Dorset County Council are developing and refining route options for the improvement of the A31 Trunk Road from Red Post, west of Winterborne Zelston to Stag Gate at East Almer.

As part of this process, an Archaeological Assessment to Stage 2 as set out in the Department of Transport Design Manual for Roads and Bridges Volume II, Section 3, Part 2, Chapter 8 is required.

The Assessment should consist of a detailed desk top study of records and other published sources and consultation with the County Archaeologist to assess the likely impacts of route options on archaeological remains.

This should be supplemented with a preliminary walkover survey and assessment of aerial photographs, which will be made available.

A statement of the results of the desk study and walkover survey is to be prepared. This should indicate clearly any areas or sites within the study area which should be regarded as a constraint. The statement may contain suggestions for mitigation measures, or the needs for more detailed surveys should a route option be proceeded with.

An ordnance-base 1:2500 contoured survey and aerial photographs will be made available to the Archaeological Consultant. A Soils Investigation Survey has been carried out and the borehole logs and colour photographs of trial pits are also available for inspection.



## APPENDIX 2 - Sources of archaeological and other information

The following information sources have been consulted:

### Cartographic

I. Taylor 1770 Estate Map of East Almer Farm DCRO 1931.10.3.

I. Taylor 1770 Estate Map of West Almer Farm DCRO 1931.10.4.

I. Taylor 1770 Estate Map of Mapperton Farm DCRO 1931.10.5.

1840 Tithe map of Winterborne Zelston DCRO T/WZN

1844 Tithe map of Sturminster Marshall DCRO T/SML

1845 Tithe map of Almer DCRO T/ALM

D.E.C. 1994 Draft Plan 1004/4

D.E.C. 1994 Draft Plan 1005/5

OS Map of Roman Britain 1978

OS 1:25,000 1989 Sheet 1319

OS 1:50,000 1987 Sheet 194

OS 1:50,000 1982 Sheet 195

### Documentary

Bateman C. 1994 *A31 Sturt Lane to Red Post and A35 Stinsford to Cuckoo Lane road improvements, Dorset. Archaeological Evaluation.* Unpublished CAT Report 94171.

Cox P.W. 1992 *The archaeological evaluation of three areas of proposed gravel extraction adjacent to Henbury Pit, Sturminster Marshall, Dorset: Part two, Area B.* Unpublished AC Arch. Report 1493/2/0.

English Heritage *Register of Parks and Gardens of special historic interest in England: Dorset.*

Ings M. 1993 *A31 Sturt Lane to Red Post improvement, Bere Regis, Dorset: auger and field walking survey.* Unpublished CAT Report 93141.

Margary I.D. 1974 *The Roman Roads in Britain.*

Mills A.D. 1980 *The Place-names of Dorset* EPNS Part 2, Vol. 53.

Pevsner N. 1972 *Dorset.*

Quinnell N.V. 1959 Ordnance Survey Archaeological Records.

Putnam W. 1984 *Roman Dorset.*

RCHM 1970 *Inventory of South-east Dorset* Vol III, Part 3.

Soil Mechanics 1993 *A31 Folkestone to Honiton Trunk Road, Roundhouse Roundabout to Winterborne Zelston improvements ground investigation*. Unpublished Soil Mechanics report No. 7798/1.

Taylor C. 1970 *Dorset*.

Valentin J. 1994 *An early Iron Age hilltop settlement at Heron Grove, Sturminster Marshall, Dorset (SY 9575 9777). An interim report*. Unpublished AC Arch. Report.

### **Photographic**

#### **Held by NMR**

58/1090  
58/1212  
OS/54R2  
543/1859  
106G/UK/1118  
58/1048  
106G/LA/163  
106G/LA/128  
106G/LA/194  
CPE/UK/1893  
CPE/UK/1930  
CPE/UK/1934  
CPE/UK/1974  
US/7PH/GP/LOC138  
CPE/UK/2280  
BKS/3161  
NMR 1744  
JRB 289  
JRB 9721  
JRB 75  
CAP 8039  
CAP 8072

#### **Held by D.E.C.**

B.K.S. UK92/44 109-117  
B.K.S. UK92/44 049-062  
B.K.S. UK92/44 033-044  
B.K.S. UK92/44 017-026  
B.K.S. UK92/44 005-012

**APPENDIX 3 - Fixed points chosen for description on the walkover survey (refer to Figs. 3-4)**

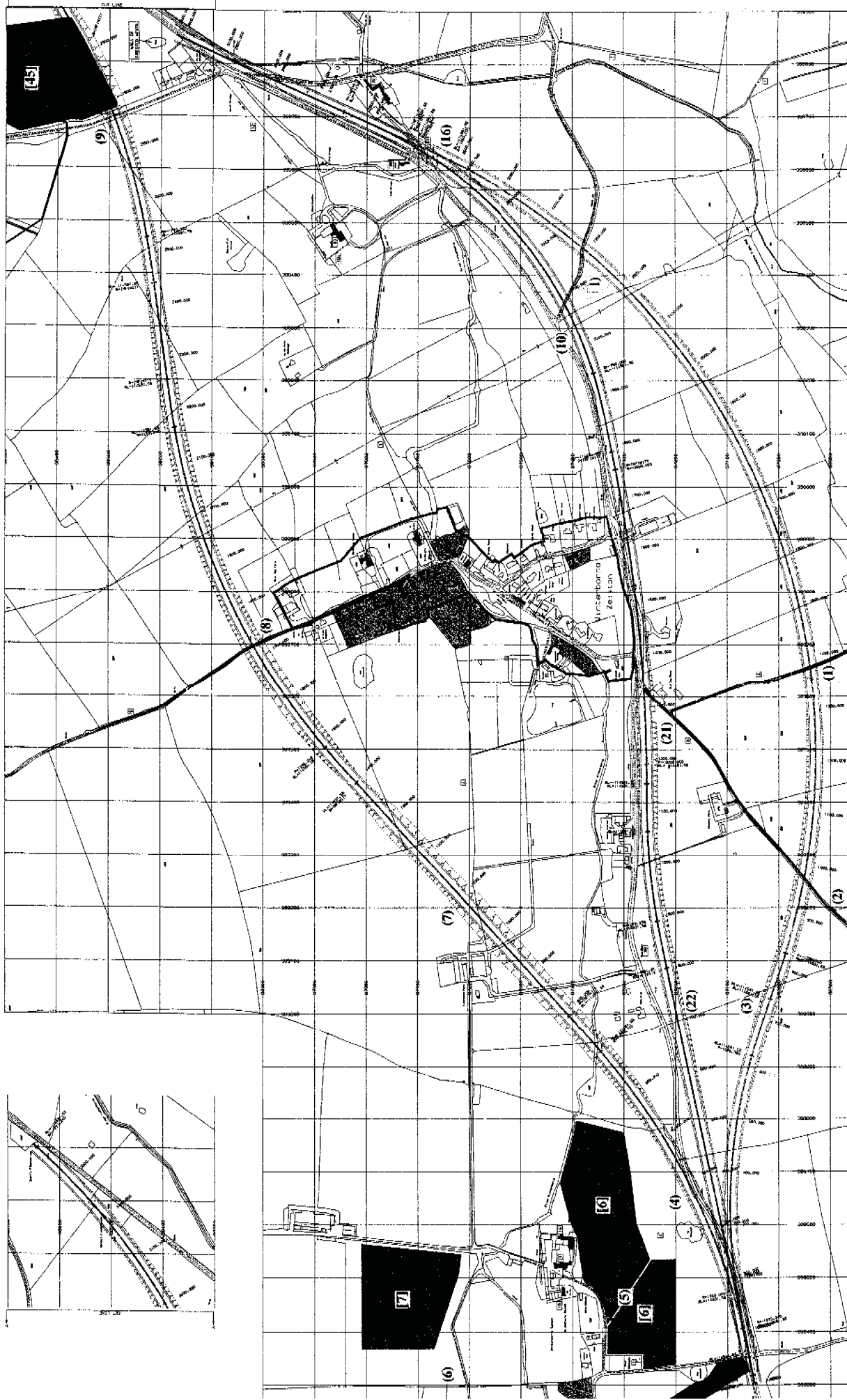
- (1) Off bridleway south of Kiddlea Farm: green pasture fields to east and west with no visible archaeological features.
- (2) Off bridleway southwest of rectory farm: wheat stubble field to west, green pasture field to east.
- (3) Field west of Rectory Farm: sown field to west with exposure of unworked flint cores and flakes. Wheat stubble field to east.
- (4) Pasture field south of Winterborne Tomson, no visible features.
- (5) Area marked village earthworks [6] immediately south of Winterborne Tomson. Linear banks, platforms, and hollows showing clearly in the area.
- (6) Sown field immediately behind Anderson Manor. This point not shown on plan; it is not close to any route option but was used for access. Flint flake of Neolithic/Early Bronze Age found and retained.
- (7) East of Riverside Farm: stubble field to north-east, pasture to southwest. Flint flake with bulb of percussion found and retained - Neolithic to Early Bronze Age in date.
- (7) - (8) Between Riverside Farm and Hill Top Farm: two flint flakes, Neolithic to Early Bronze Age in date, retained.
- (8) North of Hill Top Farm: Swede field to east, sown pasture field to west - nothing visible.
- (9) Off lane north of Marsh Bridge: fresh sown field to west with natural flint flakes present, 1 ?struck flake not retained. To east of lane - pasture field marked as [45], strip Lynchets, these were not very visible to the naked eye.
- (10) Northern end of Vermin Lane: fresh sown pasture with natural flint flakes present.
- (11) As No. 10
- (12) Southwest of Almer: stubble field with natural flint flakes present.
- (13) Northwest of Almer: rough pasture - nothing visible.
- (14) Off road north of East Almer Farm: rough pasture to west, swede field to east.
- (15) Off road east of pond: fresh sown field.
- (16) Off A31 south of Huish Cottage: pasture field.
- (17) Junction of A31 and Sturminster Marshall Road at Stag Gate: Single low mound visible [52] in rough pasture, smaller mound shown on plan in angle of roads not visible. Undulations and depressions further to east of unknown character.
- (18) Field north of A31 at Stag Gate: mound [58] not clearly visible or identified but slight mounds and depressions visible.
- (19) Mound 150m northeast of Stag Gate [54]: rise in surrounding hedgebank at predicted point suggests that a mound is present and low mound with depressions appeared to be visible.

- (20) Pasture field on slope below quarry pit north of existing A 31. Site [48] ?Romano-British pits. Some slight depression noted only.
- (21) North of bridleway, Kiddlea Farm: pasture field.
- (22) South of existing A 31: wheat stubble field.

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DRAFT PLAN

SCALE 1:5000

- [ ] = Option 1a/1b
- [ ] = Option 2
- [ ] = Option 3
- (00) = Walkover survey point
- [00] = Unscheduled ancient monument number
- [ ] = Area of unscheduled ancient monument
- [ ] = Area of specific archaeological interest

A31(T) Winterborne Zelston Improvement  
Archaeological assessment  
Location of walkover survey points,  
unscheduled ancient monuments and  
route options

Fig 3



Project	A31 WINTERBORNE ZELSTON DIVERSION
Client	DORSET COUNTY COUNCIL
Contract	CONTRACT NO. 1004/2
Drawn	1004/2
Check	1004/2
Scale	1:5000
Sheet	1004/2
Revision	1004/2



A31(T) Wintborne Zelston improvement  
Archaeological assessment  
Location of walkover survey points,  
unscheduled ancient monuments and  
route options  
Fig 4

- [ ] = Option 1a/1b
- [ ] = Option 2
- [ ] = Option 3
- (00) = Walkover survey point
- [00] = Unscheduled ancient monument number
- [ ] = Area of unscheduled ancient monument
- [ ] = Area of specific archaeological interest

SCALE 1:5000

DRAFT PLAN

Project	Site	Remarks	Drawn	Checked	Scale
A31 SING DATE IMPROVEMENT					
CONSTRAINTS MAP WITH ROUTE OPTIONS					
Drawn	Site	Checked	Drawn	Checked	Scale
Scale	Drawing Number	1005/4			

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