

## Section 16 Yards and enclosures Phase plans

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**Cross-references to Digital Supplement in red**  
**Cross-references to printed volume in brown**

This section deals with the treatment of the spaces between and around buildings, their surfaces and limits. Where relevant, **Cut Features** and Routes are used as locational identifiers.

Sector 1: northern court, main buildings  
Sector 2: southern court, main buildings  
Sector 3: north eastern court, outbuildings

Some buildings and their settings were too fragmented to allow similar analysis, particularly in the earlier Periods [16.01, 16.02, 16.03]. The overall layout of the early phases is discussed below [33].

Each phase is examined in turn, by Sector then Yard in numerical order. Sectors are cross referenced into the structure descriptions.

Yard	Period and phase								
	4	5.1	5.2	5.3	5.4	5.5	5.6	6.1	6.2
	Material								
1	A, S, P	Cl L	Cl L, B	B, L Cl	B, L	L, C	L, C, R	R, T, Ch	L, R
2	A G, P	Cl L	Cl L	Cl L, R	L, R	L, R	L, R	L, R	L, R
3	A, S, Bc	Cl L	S L	see 10/11	see 10/11	see 10/11	see 10/11	C, L, R	
4			E C, Cl L	E, C	E, C	E, C	E, C		
5			L Cl	L	Ch	C	C		
6			L Cl	L, C, R	R, C, L	L, C	L, C	see 14	R, L
7			L Cl, C	L	L	L	L	R	R, L
8			L	L	Ch, R, C	R, C, L	R, C, L	R	R, L
9				C, Cl L, P	C, Cl L, P	L, C	L, C	L, R, T	R, L
10				Cl L, C, P	C, G, T, Ch, R	Cl L, C, R	Cl L, C, R	see 3	see 3
11				Cl L, C, P	Cl L, C, R	Cl L, C, R	Cl L, C, R	see 3	
12				E, R	E, R, L	E, C			
13					C, G, R, T	C, G, R, T	C	L, R	
14				Cl L				L, R	
15								R, L	R, L

**16.04** *Table of main external and yard surface materials in diminishing order of importance by phase and yard number*

*A = alluviation; B = burning; Bc = boulder clay; C = cobbles; Cl = clay;  
Ch = chalk/clunch; E = erratics; G = gravel; L = loam; P = pebbles; S = sand;  
T = ceramic tile; R = carstone rubble*

## Phase 4.1, mid-11th century

The Period 4 sequence was refined largely by spatial analysis.

### Sector 1

[1.01, 3.10=16.05]

Bounded on the west by a natural course of the River Ouzel **CF26**, and by the Saxon ditch **CF29** to the south. The northern limit was obscured by the excavation of the northern fishpond, and there was no defined eastern boundary except for **CF31** which drained from **CF34** in the north. The junction between **CF34** and its south-draining ditches was picked up during a watching brief on topsoil removal.

**Yard 1** was bounded by **CF34** to the north, **CF33** to the west and **CF29** to the south. The eastern boundary ditch **CF31** was cut from **CF34** and headed south perpendicular to **S14**. There was a gap of three poles between it and **CF29** allowing access from the east.

**Yard 2** lay to the E of **CF31**, and Route AA running parallel with it.

### Sector 2

[1.01, 1.04, 3.10, 16.05]

A single large enclosure, **Yard 3** was defined by waterfilled channels: **CF33** to the west, the Cocklake Stream **CF27** to the south, and the Saxon ditch **CF29** to north and east. A slight bank ran round the inside of the western and southern boundaries. Two raised earthworks were noted, both of which appeared to be of natural origin despite their apparent alignment with the 11th-century designed settlement. The yard was not fully excavated, and it is therefore possible that a small area in the centre south may have revealed further building remnants. Apart from **S10** in the south-eastern corner of the yard, sitting on a raised area, the buildings were concentrated in the northern portion of the yard where the subsoil was much lighter and sandier. These comprised a substantial timber building **S8** built close to the bridge **S15**, and **S9** further south. Three timber buildings **S82**, **S83**, and **S84** lay between buildings **S8** and **S9**. A pond **CF2** was dug to the south of **S9**. The maximum dimensions of the Sector 2 enclosure were 116m north-south and 88m east-west.

The yard surface varied. The northern part was principally light alluvial deposits over sands and gravels, the east and south being mixed boulder clays and loam. Later scouring may have removed laid surfaces as well as truncating phase 4.1 and earlier deposits. **Bank 2** comprised sandy clay which had a considerable scattering of mesolithic flint working material on its surface.

## Phase 4.2, late 11th century

### Sector 1

Two enclosures, **Yards 1** and **2**, were defined by ditches **CF30** and **CF32** leading north from **CF29**. Both probably drained south from **CF34**. The area enclosed by Sector 1 measured a minimum of 48m by 40m [1.01, 3.18=16.06].

**Yard 1** was enclosed on three sides by waterfilled ditches, approximately 22m wide at the south end, broadening to about 36m at the northern end. At least 40m long, it enclosed a major timber (or possibly masonry) building **S14**. Access

to the south court was via a timber bridge **S15**. There appeared to be no specially laid surfaces, the yard comprising loamy spreads with some sand and gravel, probably alluviation, from Periods 2 and 3. Ditch **CF31** to the east of **S14** was backfilled and replaced by ditches **CF30** and **CF32** which ran at an angle; both drained into the northern portion of **CF29**. The resulting ditch system enclosed replacement building **S18**.

**Yard 2** lay to the east of **Yard 1** and **CF30**, enclosed on three sides by waterfilled ditches, and cut by a third ditch **CF31** which came in from the north. Fragmentary **S12** was shortly succeeded by **S97**. **S13** followed in phase 4.3. The yard surfaces were similar to those in **Yard 1**, but contained more gritty soils flecked with ash, possibly contamination from later activity.

## Sector 2

[3.18, 16.06]

The same area was enclosed. **S8** was replaced by **S88**, with a timber hall **S7** to the south. **S11** was placed to the south-east of **84**.

## Phase 4.3, early 12th century

[3.22=16.07]

The ditch system was stable, and the yards and spaces unchanged from phase 4.2.

**Yard 2** The southern part was nearly filled with a large timber hall **S13**. Route AA led to it from the north and the building had two porches: an internal one facing north and an external one facing south and **CF29**. There was probably a further bridge across **CF29** giving **S13** access from the south.

## Early phase 5.1, early/mid- to late 12th century

### Sector 1

[4.01=16.08]

The yards and spaces remained the same as the configuration in phase 4.3; surfaces, clay loams.

### Sector 2

[4.01=16.08]

This remained largely unchanged except for the addition of drainage channels to the west of S7 draining into CF29 and the construction of S16 south of the junction where CF32 joined CF29. Surfaces, sandy clay loams. Apart from S16 the only buildings were S7, S9, S10, and S11.

### Sector 3

[4.01=16.08]

The agricultural complex formed by S24 and S25 dates from this period. It was aligned according to the primary Saxo-Norman grid and lay within a separate enclosure.<sup>1</sup>

## Later phase 5.1, early to mid-12th century

### Sector 1

[4.10=16.09]

**Yard 1** Associated with a sequence of new timber buildings, S18<sup>2</sup> and S86, were surfaces comprising silty infills of riverine deposits and pebbly clay loams. Surfaces near the building accumulated dense layers of charcoal and burning.

**Yard 2** The eastern limit CF32 was backfilled, and the southern ditch course of CF29 backfilled and consolidated to accommodate S17. Surfaces, clay loams.

### Sector 2

[4.10=16.09]

**Yard 3** South of the northern length of CF29. The central section of the northern length of ditch CF29 was backfilled for a length of about 18m and sealed to take S17, built axially to an identical alignment to S16. Surfaces, sandy clay loams.

<sup>1</sup> Editor's note: the phase plans show Yard 4 in phase 5.1, but this is only specifically identified in phase 5.2 in this Section.

<sup>2</sup> Editor's note: according to the phase plans and descriptions of S18 and S86, S18 was built in phase 5.1 early.

## Phase 5.2, late 12th century to c 1200

### Sector 1

[4.14=16.10, 16.04]

The southern boundary effectively shifted 24m further south by backfilling ditch CF29 and constructing the bank and road Route A, Yard 1. The bank provided an eastern boundary to Sector 1. The new dimensions for Sector 1 formed an almost perfect square approximately 70m by 70m.

**Yard 1** Remained substantially the same in shape. Its northern boundary was redefined by the excavation of the north fishpond to the south of CF34. The western end was changed by remodelling watercourse CF26 as a fishpond; the eastern limit was perpetuated by CF30. The southern boundary was extended south over backfilled CF29 to become a loam and cobble roadway bounded by a timber fence Route C, leading to a bridge S26. S86 was replaced by S23. The main yard surface lay to the south of S23 and comprised clay loam surfaces and burning, some contemporary and some derived from S18 and S86.

**Yard 2** This was partly redefined by the excavation of the northern fishpond. The boundary ditch CF29 was backfilled, still discernible, but no longer forming the northern boundary to the southern sector. The southern limit was defined by the alignment of S16 and S17. One major change was the replacement of S13 with S19. A small additional yard, Yard 5, was created within Yard 2 by cutting a right-angled enclosure ditch from CF30 to the north wall of S19. The eastern side appeared to be open, though it is probable that the raised bank continued towards the northern fishpond and completed the enclosure. Surfaces, clay loams.

**Yard 5** This was formed within Yard 2 by cutting an enclosure ditch to the north of S19, making a ditched space measuring about 7m by 7m, with a passageway south running parallel to CF30. No specially made surface was laid down, and it appeared to comprise loamy clay probably covered with grass or other vegetation.

**Yard 6** A square enclosure measuring 22m by 22m was formed within timber fence lines of Routes A, B, and C to south, east, and west. The northern limit was defined by the remnant of CF30, its junction with the remains of CF29 and the still-extant bridge S15. It enclosed two buildings: S21 to the north which was constructed on a raised platform of clay, and S20. Surfaces comprised loamy clays.

**Yard 7** A rectilinear area was defined by Route A to the south and its continuing bank to the east. S22 and its drainage and earthworks marked the western edge, and S16 and S17 the northern limit. The yard also contained S22 and its drainage features. Measuring 14m by 28m, the surfaces within the yard varied. To the north of S16 was the water-retentive backfilled ditch CF29, ineffectively sealed by layers of loamy clay. To the east of S16, between it and the bank, surfaces were cobbled. Loamy clays with patches of cobbling lay to the south of S17 also.

**Yard 8** lay to the south of S17, bounded to the west by timber fence Route B and by S22 and its drainage and earthworks to the east. Route A bounded the south. Surfaces loam spreads.

**Yard 9** lay to the north of S16 and S17, and south of gate S76.

## Sector 2

[4.14=16.10, 16.04]

**Yard 3** The shape and surface of the yard were unchanged except that it was partially bisected by Route D leading into Sector 1. No identifiable buildings were in the court at this time. It is probable that a precinct wall mounted on a bank went round the west and south sides, inside the watercourses. Surfaces sandy loams and clay loams.

## Sector 3

[4.14=16.10, 16.04]

**Yard 4** No change in formation; surfaces comprised a cobbled yard on clay loams that sealed **Structures 24** and **25**.

## Phase 5.3, early to mid-13th century

The southern courtyard had been cleared in the very early 13th century to make way for a major building campaign.

## Sector 1

[4.24=16.11]

**Yard 1** This was unchanged except that eastern boundary **CF30** was perpetuated by stone lined drain **CF11**, and **Structures 27, 28, 29**, and **S30** replaced phase 5.2 buildings. Surfaces were loamy clays with substantial deposits of burning around **S23**, giving way to cobbling near bridge **S26** and its trackway.

**Yard 2** No change. Surfaces clay loam with some rubble.

**Yard 5** No change except for a new access across **CF11**, bridge **S32**. Surfaces comprised accumulated loam spreads.

**Yard 6** **S20** and **S21** were replaced by **S27** and **S28**. The eastern timber fenceline was replaced by stone walls of main entrance Route H, and south timber fenceline Route A by a range of buildings **S30**. The western limit ceased to be defined by a fenceline, and was marked by the western fishpond **CF33**. Surfaces comprised loam spreads, with deposits of cobble and rubble located between **S28** and **S29**.

**Yard 7** The area south of **S16** was used as a cemetery, including the southern annexe of **S16**. Access from the south was via gate **S33**, and from the west at the north of the Route H wall complex. The cemetery had an eastern boundary comprising a cob wall jutting from the east end of **S16**, and turning at a right angle down to the south **Bank 5**.

**Yard 8** was redefined in stone. The western limit was marked by the east wall of Route H, and the southern by the road and gate complex Route G, **S33** and **S34**. Surfaces comprised loam spreads.

**Yard 9** This was formed by the construction of a road and gate sequence Route I and **S76** and **S78**. It defined a rectangular area approximately 11m by 9m to the north of **S16** and **S17**. The yard contained the line of **CF29** which was still visible and damp, being serially corrected by deposits of gravel and rubble being dumped in it.

**Yard 14** This was formed by the insertion of a cemetery wall south of the eastern end of **S16**, The eastern boundary was formed by **S77**. It enclosed **S39** and **S81**. Surfaces were clay loam, mainly seated on **Bank 5**.

## Sector 2

**Yard 3** This was divided into two separate courtyards Yard 10 and Yard 11 by the construction of a spine road Route J.

**Yard 10** This was the western portion of Yard 3, divided from the eastern part by a metalled road Route J which curved round to the west about 14m from the Cocklake bank. **S44** ran parallel to this curve, forming a bank and wall 14m inside the enclosure. The northern boundary was formed by Route G and **S30** on a raised bank. **S43** replaced the north-western limit. The yard enclosed well **S50**; dimensions were approximately 52m east-west by 78m north-south. Surfaces comprised clay loam, cobbling, and pebbles.

**Yard 11** This was the eastern portion of the former Yard 3. It contained a spur road (Route K) coming off Route J to enter Sector 1 via gate **S33**. It contained a number of minor structures, all in the north part, **Structures 45, 46, 47, 48**, as well as **S40** on the 'earthwork' which had contained **S10**. Route L crossed **CF29** from the east to enter **S40**. A gatehouse **S34** occupied the extreme north-east corner, giving access to the east across **CF29**. Surfaces clay loam, cobble, and pebble.

Two minor crossing points were identified across **CF29** at Routes Z and R; both crossed the Period 4 ditch **CF29** and led to a range of buildings **S37** and **S38**, which with **S36** formed a new extended eastern boundary for Sectors 1 and 2. **S37** and **S38** sat on the eastern edge of the ditch. Dimensions 82m north-south by 36m east-west to the western side of **S38**, including the ditch.

## Sector 3

**Yard 4** The space occupied by **S24** and **S25** in phase 5.1 was utilised by **S35**. It enclosed a heavily cobbled yard whose limits were uncertain due to plough damage.

**Yard 12** A triangular yard linked the north-east corner of **S36** with **S35**. It was separated from **S52** on a slight platform to the north-west by a cobbled track Route F which led to the southern corner of **S35** from Sector 1. It was limited on the south and east by a bank and wall **Bank 6**. The yard was roughly cobbled with carstone and erratics; it measured 24m east-west by 18m north-south.

## Phase 5.4, mid- to late 13th to mid-14th centuries

### Sector 1

[4.49=16.12]

**Yard 1** This was unaltered except for the southern limit which was now occupied by the gate and bridge complex **S53**. Surfaces were loams and burning from **S23** and **S28**. It was bordered by **S27, S28, and S29** and by **CF30** [16.12].

**Yard 2** The south boundary Route I was replaced by Route M and the northern wall and gate complex. Surfaces were loams with some rubble.

**Yard 5** The ditch sequence forming the enclosure was replaced in masonry inside the ditch line, giving a space 5m by 5m. It was attached to bridge **S32** to the west and Yard 1, and had an exit to the east into Yard 2. The courtyard was laid with crushed chalk and clunch.

**Yard 6** No alterations except for dumps of rubble to repair courtyard surfaces.

**Yard 7** A new western boundary ditch was cut running from the south-east corner of the south wing of **S54** which had replaced **S22**<sup>3</sup>. This moved the boundary 10m further east, reducing the cemetery area to about 26m by 16m.

**Yard 8** Surfaces comprised loam deposits cut by a rectangular well or cistern **CF5** and its pathway of clunch, carstone, and cobbling which led from the south entrance of **S17** alongside Route H.

**Yard 9** The ditch **CF29** was consolidated and the north wing of **S54** built over it. A water tank and drain were let into the courtyard. Route M formed its northern boundary, and its eastern extent may have been limited to the west point of gate **S79**. At the southern end of **S79** there may have been access to **S19**. **S80** was built in the yard<sup>4</sup>; its fragmentary remains may have linked with the wall **S77** to provide restricted access from the east

## Sector 2

**Yard 10** The northern limit saw gate and bridge sequence **S53** replacing bridge **S26**. This included a westward extension to **S30**. **S42** was constructed on the 'earthwork' south-west of the pond, which was partially backfilled.

**Yard 11** Some minor buildings, **Structures 45, 46, and S49**, were removed together with gate **S34**. Access to the yard from the east through **S40** and via Route L was obstructed by the construction of **S55** on the line of ditch **CF29**. The southern end of **S40** was partially built over by a new range **S41**, forming a new boundary to the courtyard. Its own integral paddock or yard extended partly into Yard 10 and had an entrance to the north, about 3m from the southern limit of Route J. The northern range on the east side of the Period 4 ditch was consolidated by building a link block between **S37** and **S36**, effectively closing the building line. Surfaces comprised clay loams, cobbles, and rubble.

**Yard 13** Within Yard 10 **Structures 42, 43, and S56** formed a courtyard measuring approximately 12m by 24m. This area was more densely covered with cobbles, gravels, carstone spreads, and hardcore than the rest of Yard 10. **S56** was linked to **S42** by a chalk, tile, and rubble hardcore path.

## Sector 3

**Yard 4** This was unchanged.

**Yard 12** No change. Surfaces loam spreads.

<sup>3</sup> Editor's note: as shown in the phase plans, the size of Yard 7 as the cemetery is the same in phase 5.4 as in the previous phase 5.3.

<sup>4</sup> Editor's note: this suggests that Yard 9 extended to the east of **S85**, in contrast to the description in the previous sentence and the depiction on phase plans.

## Phase 5.5, mid- to late 14th century

### Sector 1

[4.75=16.13]

**Yard 1** No change but the inclusion of **S57**.

**Yard 2** No alteration.

**Yard 5** This was further enclosed and its form changed to an L shape by adding a wall running north from the western end of **S19**, turning west to new bridge **S58**. This changed the space from a courtyard to an enclosed passageway approximately 2.40m wide. Remnants of a cobbled surface were observed.

**Yard 6** No change. Surfaces comprised loams and cobbles.

**Yard 7** The western boundary ditch was replaced by a substantial masonry wall, while the eastern boundary decayed. **S16** sat in a space measuring 34m by approximately 32m.

**Yard 8** The south wing of **S54** was demolished and the well or cistern backfilled.

**Yard 9** No change.

### Sector 2

**Yard 10** No change except for adding **S59**. Surfaces comprised clay loams, cobbles, and carstone rubble.

**Yard 11** No change. Surfaces comprised clay loams, cobbles, and some rubble.

**Yard 13** The northern end of this small enclosure was nearly enclosed by the construction of **S59**. This reduced the area to a core measuring 12m by 12m.

### Sector 3

**Yard 4** No change.

**Yard 12** An extension to the south of **S35** was attached to a length of wall oriented to run along the southern side of Route F. This had two effects: the first was to funnel traffic between the wall and **S52** along Route F; the second was to enclose the now smaller and narrower courtyard. It now measured 12m north-south by 24m east-west. The surface was cobbled.

## Phase 5.6, late 14th to mid-15th centuries

### Sector 1

[5.01=16.14]

**Yard 1** The drain marking the eastern boundary was dismantled and backfilled, and **S27** levelled. The north-eastern boundary line was changed by quarrying.

**Yard 2** This was unchanged except for the alteration of the north-western corner by quarrying.

**Yards 5, 6, 7, 8** No change.

**Yard 9** Seemingly open at the north-eastern corner with access to **S35** via Route F; **S80** had gone.

### Sector 2

**Yard 10** No change except for the reduction of **S59**.

**Yard 11** A major new entrance **S62** was constructed across **CF29** in the north-eastern corner of the yard.

**Yard 13** The yard size remained the same, but part of **S59** was demolished. A drainage gully ran through the cobbled yard towards the partially-backfilled pond.

### Sector 3

**Yard 4** No change.

**Yard 12** All features forming the northern boundary fell into disuse. Only the south bank remained, and the yard disappeared.

## Phase 6.1, mid- to late 15th to mid- to late 16th centuries

### Sector 1

[5.03=16.15]

**Yard 1** The eastern boundary was partly re-established by the partial re-excavation of the ditch line extending south from **CF21**. There were no buildings in the north-eastern part of the yard other than **S60**. **S28** was truncated further. The gate complex **S53** had gone, giving new dimensions of 44m by 20m. The area was sealed by a substantial destruction layer of mixed materials, mostly rubble.

**Yard 2** The space occupied by Yard 2 was devoid of structures, but the southern boundary had been re-established by the water-filled gully **CF71**, marking the limit of a new courtyard, Yard 15.

**Yard 5** No longer extant; incorporated into Yard 15.

**Yard 6** The south-east corner was unaltered. The northern limit was defined by **S63** and the yard formed between it and **S28**. The eastern limit was defined by Route O which was formed after the walls of Route H had been demolished. The southern border comprised **S30** and a new gate **S64**. The resulting yard measured 8m by 10m, and was heavily cobbled, particularly at the northern threshold of **S64**.

**Yards 7 and 8** to the east of Yard 6 comprised an open area of cobbles and mixed debris only roughly defined by remnants of earlier banks. It is highly likely that the wall leading from the south-eastern corner of **S16** completed the eastern enclosure, with a wall leading from the east end of gatehouse **S64** joining it to complete the south-eastern circuit.

**Yard 9** An enclosed space to the east of Yard 15. The northern boundary comprised a pentice leading from the northern rooms of **S63** and a wall extended northwards to accommodate well **CF23** before completing the circuit with **S65**. **S65**, seated on the lip of the earlier bank, sufficed to close the eastern side. Surfaces comprised loam with rubble mixed with tile fragments and mortar.

**Yard 15** This occupied the space previously used by **S19** and Yard 5. It lay between the northern limit of **S63** and **CF71** and measured approximately 8m by 12m. The enclosure was carefully subdivided, reusing the two east walls of **S19** and aligning other, slighter footings with structural components of **S63**. The north and west limits were defined by watercourses. Surfaces comprised carstone rubble set in loam, but the area was badly disturbed.

## Sector 2

**Yard 3** Yards 10 and 11 once again formed a single large courtyard to the south of Sector 1. Only a slight indication of a new spine road leading through gate **S64** as Route O was seen at the northern end. The main division between the two sectors was reduced to the earthwork bank. **S62** remained in the far north-east corner, and the remains of **S38** served as the eastern border. Further south the Period 4 ditch was partially backfilled and a pond dug at the southern end. The southern edge was again demarcated by the Cocklake stream and its bank, **S41** having been demolished. A similar situation existed on the west side with **S42** and **S43** demolished. All that remained of buildings within the courtyard were the truncated remnants of **S56** and **S59**. Cobbled surfaces were covered in a loamy buildup and localised areas of destruction debris.

## Sector 3

**Yard 4** Occupied by **S68** to the east of **S35**, no longer an open space.

## Phase 6.2, late 16th to 17th centuries

## Sector 1

[5.17=16.16]

Only **S16** remained in the north yard, defined by fishponds to north and west, and earthworks to the south and east. All subdivisions had disappeared. Surfaces comprised loam spreads interleaved with destruction debris; heavy rubble was particularly noticeable over the western portion.

## Sector 2

No buildings survived within the compound, but the remnants of **S38** remained on the east side beyond the Period 4 ditch **CF29**. Surfaces comprised loam spreads and localised deposits of destruction debris. Only the remnants of earthworks survived.