

LAND AT WHEELERS MEADOW

MARTOCK

SOUTH SOMERSET

SOMERSET

Results of a Desk-Based Assessment & Walkover Survey



South West Archaeology Ltd. report no. 191118



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Land at Wheelers Meadow, Martock, South Somerset, Somerset

Results of a Desk-Based Assessment & Walkover Survey

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18th November 2019

Work undertaken by SWARCH for
Yarlington Housing Group

SUMMARY

This report presents the results of an archaeological desk-based assessment and walkover survey carried out by South West Archaeology Ltd. for land at Wheelers Meadow, Martock, Somerset. The site is located towards the northern end of the historic core of the settlement of Martock, to the east of the main road, North Street. The surrounding landscape contains evidence of prehistoric, medieval and post-medieval settlement and farming activity; the town containing buildings dating from the 15th to 19th centuries which reflect the growth of the settlement. Prior to the 19th century the proposal site appears to have remained a combination of meadow and orchard, the 1850s construction of the Durston to Yeovil railway being the first apparent significant development, the line running through the majority of the site. Following the closure of the railway in the 20th century the site has been further developed, now being in use as part of a larger group of domestic garages and parking.

Whilst there is the potential for archaeological remains to be present including of prehistoric to medieval date, suggested by the identification of Iron Age settlement to the west and the recorded medieval settlement of Limbury in the area, the construction of the railway and later 20th century development of the site will have likely destroyed all below ground archaeological remains, as has been identified by archaeological works elsewhere in the town.

*With this in mind, whilst the impact of any development on surviving buried archaeological resource would be **permanent and irreversible**, the archaeological potential for the site is relatively low.*



November 2019

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CONTENTS

SUMMARY	2
CONTENTS	3
LIST OF FIGURES	3
LIST OF APPENDICES	3
ACKNOWLEDGEMENTS	3
PROJECT CREDITS	4
1.0 INTRODUCTION	5
1.1 PROJECT BACKGROUND	5
1.2 TOPOGRAPHICAL AND GEOLOGICAL BACKGROUND	5
1.3 HISTORICAL & ARCHAEOLOGICAL BACKGROUND	5
1.4 METHODOLOGY	6
2.0 DESK-BASED ASSESSMENT	7
2.1 DOCUMENTARY HISTORY	7
2.2 CARTOGRAPHIC DEVELOPMENT	8
2.3 ARCHAEOLOGICAL BACKGROUND	11
2.4 AERIAL PHOTOGRAPHY AND LIDAR	13
3.0 RESULTS OF WALKOVER SURVEY	16
3.1 INTRODUCTION	16
3.2 DISCUSSION	16
4.0 CONCLUSION	17
5.0 BIBLIOGRAPHY & REFERENCES	18

LIST OF FIGURES

Cover plate: The Site, viewed from the north-east.

FIGURE 1: SITE LOCATION.	6
FIGURE 2: EXTRACT FROM THE ORDNANCE SURVEY SURVEYOR'S DRAFT MAP OF 1807.	8
FIGURE 3: EXTRACT FROM THE MARTOCK TITHE MAP OF 1840.	9
FIGURE 4: EXTRACT FROM THE ORDNANCE SURVEY 1 ST EDITION MAP OF 1886.	10
FIGURE 5: EXTRACT FROM THE ORDNANCE SURVEY 2 ND EDITION MAP OF 1904.	10
FIGURE 6: NEARBY HERITAGE ASSETS.	12
FIGURE 7: COMPOSITE RAF AERIAL PHOTOGRAPH OF THE SITE TAKEN IN 1946.	14
FIGURE 8: IMAGE DERIVED FROM LIDAR DATA.	15

LIST OF APPENDICES

APPENDIX 1: SUPPORTING PHOTOGRAPHS	19
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ACKNOWLEDGEMENTS

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1.0 INTRODUCTION

LOCATION:	WHEELERS MEADOW
PARISH:	MARTOCK
DISTRICT:	SOUTH SOMERSET
COUNTY:	SOMERSET
NGR:	ST 46300 20015
PLANNING NO.	19/02806/FUL
SWARCH REF.	WMW19

1.1 PROJECT BACKGROUND

South West Archaeology Ltd. (SWARCH) was commissioned by Yarlinton Housing Group (the Client) to undertake an archaeological desk-based assessment and walkover survey as part of a planning application for a residential development on land at Wheelers Meadow, Martock, Somerset. This work was undertaken in accordance with best practice and CIfA guidelines.

1.2 TOPOGRAPHICAL AND GEOLOGICAL BACKGROUND

The site is located towards the northern end of the settlement of Martock, to the east of the main road, North Street, through the town approximately 600m north of the historic core of the settlement, and 10km north-west of Yeovil, to the north of the A303 Fosse Way. The site comprises a broadly flat area of land currently in use as parking garages at an altitude of c.20m AOD (Figure 1).

The soils of this area are the silty soils of the Curtisden Association (SSEW 1983). These overlie the siltstone and sandstone of the Dyrham Formation (BGS 2018).

1.3 HISTORICAL & ARCHAEOLOGICAL BACKGROUND

Martock was a Saxon royal estate held by Queen Edith (Dunning 1974), the manor belonging to the king after the Norman conquest, when it was tenanted by Aelfric the Small and Ansgar the Cook (Williams & Martin 2002). In 1086 the Domesday book records the settlement as *Metoch*, a compound name from the Old English *mere* and *stoc* meaning 'outlying farm by the lake' (Watts 2010). A church is first recorded in Martock in 1156, and the settlement had become a market town by the 13th century. Limited industrialisation during the post-medieval periods saw Martock become a production centre for the manufacture of gloves and was heavily linked with Stoke sub Hamdon in 1826. By 1830 the import of French gloves led to a decline in the fortunes of the town, though there was a brief resurgence by the middle of the century when many women in the parish were listed as engaged in gloving, both in their own homes and in factories (Dunning 1978). Agriculture still played an important role through the post-medieval period despite the sale of much of the non-common and waste land during the earlier 17th century; further enfranchisement during the 18th century; and Parliamentary inclosure during the early 19th century (Dunning 1978) forcing more and more people from the land and into the factories. The agricultural changes helped drive some of the growth of the town itself, several 17th century properties surviving around the Market House; but with more significant growth during the 18th and 19th centuries, especially following the construction of the railway in 1849.

The growth of Martock led to it incorporating the medieval hamlet of Limbury, recorded in the 13th century and as a personal name in 1366, and which remained in some of the field names at the time of the tithe survey (Dunning 1978).

The proposed development site lies in an area where a relatively large amount of formal archaeological investigation has been undertaken, largely geophysical survey but including evaluation and excavation. It is this field-work that has identified the earliest activity, archaeological evaluations identifying prehistoric and Romano-British settlement (Crees 2013) as part of a wider prehistoric landscape; whilst geophysical surveys across the landscape have identified areas of ridge and furrow agriculture much of which is likely to date to the medieval period (Richardson 2013; Richardson 2015; Sabin & Donaldson 2006). Other evaluative works within the town suggest that areas of the settlement had been cleared prior to later development (Colls 2004; Graham 2000).

The historic landscape in this area is characterised by the Somerset Historic Landscape Characterisation (HLC) as *settlement, pre-Tithe map (c.1840)* and surrounded by *settlement, post Tithe map*, with *Anciently Enclosed land* to the east and *recently enclosed land* to the west of the existing settlement.

1.4 METHODOLOGY

This work was undertaken in accordance with best practice. The desk-based assessment follows the guidance as outlined in: *Standard and Guidance for Archaeological Desk-Based Assessment* (ClfA 2014) and *Understanding Place: historic area assessments in a planning and development context* (English Heritage 2012).



FIGURE 1: SITE LOCATION (THE SITE IS INDICATED).

2.0 DESK-BASED ASSESSMENT

2.1 DOCUMENTARY HISTORY

Martock was a Saxon royal estate held by Queen Edith (Dunning 1974), the manor belonging to the king after the Norman conquest, when it was tenanted by Aelfric the Small and Ansgar the Cook (Williams & Martin 2002).

In 1086 the Domesday book records the settlement as *Metoch*, most likely a compound name from the Old English *mere* and *stoc* meaning 'outlying farm by the lake' (Watts 2010). However, alternative suggestions include: that the name is derived from the Old English *mearc* meaning 'marker' and relates to the boundary between the 'land of Yeovil' and the land of South Petherton-Curry (Ekwall 1960); or that it is from the Old English *meretorht* meaning 'rising bright from the shining sea' (Robinson 1992).

The manor was granted to Eustace, Count of Boulogne during the late 11th or early 12th century and passed through his family into that of the Fiennes', descending largely through this family with interruptions of seizure by the crown, including 1209-1216 and various leases to Queen Eleanor and Benet de Folsham. In 1337 the manor was confiscated as a result of John de Fiennes' connections to France and custody given to William Montacute, his son granting it to Sir John Beaufort in 1394 with whose family it remained until 1484 when William's grand-daughter Margaret, countess of Richmond, was deprived of her lands and the manor was granted to John, Lord Scrope. However, upon the accession of Henry VII to the throne, the manor was restored to Margaret and in 1509 passed to her grandson Henry VIII. In 1525 the king granted Martock to Henry, duke of Richmond and following his death it again reverted to the Crown. In 1563 the manor belonged to William Stanley, Lord Monteagle and was subsequently carried by marriage to Edward Parker, Lord Morley. In 1592 the manor was again seized by the crown, though granted to William, Lord Morley and Monteagle in 1603; in 1637 his son conveyed the manor in three parts to William Strode of Barrington, George Strode and Sir Henry Compton, this third share being conveyed to his son-in-law Richard, Viscount Lumley in 1640. The manor passed from George Strode through his family until it was sold to Zachary Bayly in 1724, though was sold to Henry and John Slade in 1759. The manor remained with their family until it was sold again to Robert Goodden by 1811; and to Walter Leach in 1883, with whose family the land remained until the 20th century (Dunning 1978).

A church is first recorded in Martock in 1156, though is likely to have earlier origins, and the settlement had become a market town by the 13th century. The market was discontinued during the 17th and earlier 18th centuries, returning by 1791 when the town became a trading centre, largely associated with the fabric industries, several weavers, tailors and clothiers being recorded in the town. Limited industrialisation during the post-medieval periods saw Martock become a production centre for the manufacture of gloves and was heavily linked with Stoke sub Hamdon in 1826. By 1830 the import of French gloves had led to a decline in the fortunes of the town, though there was a brief resurgence by the middle of the century when many women in the parish were listed as engaged in gloving, both in their own homes and in factories (Dunning 1978). Agriculture still played an important role in the economy despite the sale of much of the non-common and waste land during the earlier 17th century; further enfranchisement during the 18th century; and Parliamentary inclosure during the early 19th century (Dunning 1978) forcing more and more people from the land and into the factories. This led to the growth of the town itself, several 17th century properties surviving around the Market House; but with more significant growth during the 18th and 19th centuries, especially following the construction of the railway in 1849.

The ribbon growth of Martock led to it incorporating the medieval hamlet of Limbury, recorded in the 13th century and as a personal name in 1366, the name surviving in some of the field names at the time of the tithe survey (Dunning 1978).

2.2 CARTOGRAPHIC DEVELOPMENT

The first cartographic source is the Ordnance Survey Surveyor's draft map of 1807 (Figure 2). The scale of this map makes it difficult to discern any real detail, but Martock is clearly depicted as a relatively substantial roadside settlement within a largely agricultural landscape dominated by agricultural fields and further small roadside settlements. The curving and irregular boundaries suggest that the irregularly shaped but straighter sided bounded post-medieval boundaries sit within a wider medieval fieldscape.



FIGURE 2: EXTRACT FROM THE ORDNANCE SURVEY SURVEYOR'S DRAFT MAP OF 1807; THE APPROXIMATE LOCATION OF THE SITE IS INDICATED (BL).

The earliest detailed cartographic source available to this study is the Martock tithe map of 1840 (Figure 3), which depicts a relatively complex fieldscape. It depicts the development area as covering two parcels of land within a wider pattern of enclosed fields. The accompanying 1841 tithe apportionment (Table 1) indicates that the land within the development area was divided between the ownership of Elizabeth Darch and Anne Coggan; and occupied by John Goodman and Joseph Bishop respectively. The fields corresponding to the development, called *Bracey Close* and *Limbury Orchard* respectively under pasture as a meadow and orchard; the field names being prosaic, the use of *Limbury* reflecting the growth of Martock to incorporate the former hamlet of Limbury. It shows that many of the surrounding fields were largely pasture or meadow, though that those more immediately surrounding the site were largely orchard.



FIGURE 3: EXTRACT FROM THE MARTOCK TITHE MAP OF 1840; THE SITE IS INDICATED (THE GENEALOGIST).

TABLE 1: EXTRACT FROM THE 1841 MARTOCK TITHE APPORTIONMENT. THE SITE IS HIGHLIGHTED IN RED.

Number	Landowner	Lessee	Tenant	Field Name	Cultivation
1227	William Haggett Richards		William Chaffey	Row Gaston	Meadow
1233				Row Gaston	Meadow
1228	George Howood		Himself	Bayley's Orchard	Orchard
1229	Ann Coggan		Joseph Bishop	Bracehay	Meadow
1230				Bracehay	Meadow
1238				Limbury Orchard	Orchard
1231	William Cole Wood		John Read	Bracey	Meadow
1232	Reverend Robert Oakman		Himself	Bracey	Meadow
1234	William Davey		Sarah Pryor & others	2 Tenements & Garden	Garden
1235	Edward Patten		Himself	Bracey	Meadow
1236	Elizabeth Darch		John Goodman	Bracey Close	Meadow
1237	James Stones		Himself	Cottage & orchard	Orchard
1239	Ann Leach		Herself	Orchard	Orchard

By the latter half of the 19th century, the 1886 Ordnance Survey (OS) 1st edition map (Figure 4) depicts a landscape very similar to that of 1840, the extent of orchard and plantation surrounding the areas of settlement now clear to see. Some boundary loss had occurred, though most significantly, the Durston & Yeovil branch of the Great Western Railway had been constructed (opened in 1853) running directly through the middle of the site with resultant further field boundary alteration. Growth of Martock itself was limited but included the addition of a station and Railway Hotel in close proximity to the site, and only a small number of new buildings elsewhere in the town still largely along the roadside.

The landscape as depicted on the 1904 OS 2nd edition map (Figure 5) is almost unchanged. There had been some boundary addition, largely associated with the small degree of alteration in the arrangement of buildings within the settlement, including with new buildings to the west of the site. Later OS mapping (not depicted) shows that growth of Martock continued at only a slow rate until the post-war period, after which the town grew significantly, particularly during the late 20th century following the closure of the railway in 1964, part of the line being converted into a road in the 1980s and housing and industrial estates being built over other parts.



FIGURE 4: EXTRACT FROM THE ORDNANCE SURVEY 1ST EDITION MAP OF 1886; THE SITE IS HIGHLIGHTED (NLS).



FIGURE 5: EXTRACT FROM THE ORDNANCE SURVEY 2ND EDITION MAP OF 1904; THE SITE IS HIGHLIGHTED (NLS).

2.3 ARCHAEOLOGICAL BACKGROUND

The proposed development site lies in an area where a relatively large amount of formal archaeological investigation has been undertaken, largely geophysical survey but including evaluation and excavation. It is this field-work that has identified the earliest activity, archaeological evaluations identifying prehistoric and Romano-British settlement (Crees 2013) as part of a wider prehistoric landscape; whilst geophysical surveys across the landscape have identified areas of ridge and furrow agriculture much of which is likely to date to the medieval period (Richardson 2013; Richardson 2015; Sabin & Donaldson 2006). Other evaluative works within the town suggest that areas of the settlement had been cleared or landscaped prior to later development (Colls 2004; Graham 2000).

Whilst there is no conclusive evidence of early medieval settlement in the study area, documentary sources indicate that Martock had pre-Domesday origins and it is likely that there was continued settlement of the area from prehistory through to the medieval period when there is more documentary evidence for multiple settlements in the region, including: Coat (HER no.55473), Gildons (HER no.53501), Limbury (HER no.54227), and Martock (HER no.55467). This pattern of small-scale settlement within an agricultural landscape continued, despite some limited growth through the post-medieval period, with only the development of the railway (HER no.56978) and an increased number of factories creating significant change, until the mid-20th century when there was more substantial growth.

The historic landscape in this area is characterised by the Somerset Historic Landscape Characterisation (HLC) as *settlement, pre-Tithe map (c.1840)* and surrounded by *settlement, post Tithe map*, with *Anciently Enclosed land* to the east and *recently enclosed land* to the west of the existing settlement.

2.3.1 PREHISTORIC AND ROMANO-BRITISH 4000BC - AD409

The evidence for Prehistoric activity in this area is relatively limited, and probably reflects a lack of fieldwork rather than a genuine absence of archaeological remains given the evidence for settlement and activity identified in the wider landscape. However, it does include areas of Iron Age settlement on the western edge of Martock which appears to have continued into the Romano-British period (HER no.32391).

2.3.2 MEDIEVAL AD1066 - AD1540

Most of the settlements in the area are at least medieval in origin, including sites at Coat (1225) (HER no.55473), and Limbury (13th century) (HER no.54227); though settlements such as Martock, whilst first clearly documented during this period (1086) (HER no.55467) have earlier origins. Other settlements, such as Gildons (1554) (HER no.53501), whilst having documentary evidence for post-medieval origins, are similarly likely to have developed around medieval settlement. Open or strip fields are likely to have been laid out in association with these settlements, subject to enclosure during the late and post-medieval period, and can still be seen in the ridge and furrow visible as cropmarks within the wider landscape (HER nos. 17420, 36123, 37738, and 54987).

2.3.3 POST-MEDIEVAL AND MODERN AD1540 - PRESENT

Population and settlement expanded during the post-medieval period, Martock growing to subsume the settlement of Limbury, and several existing buildings being constructed during the 15th-16th (84 North Street, List1227353); 17th (85 and 87 North Street, List1227274; Rowleys List1227275); 18th (82 North Street, List1265403; 51 North Street, List1227273; the former coach house of Sharman Butchers, List12270786; 27 North Street, List1227267); and 19th (Railway Inn, List1226340; Methodist Church, List1227276; 41 North Street, List1227270; 49 North Street, List1227272; the Old White Horse, List1227271; nos 29, 31, and 33 North Street, List1227269; and

23 and 25 North Street, List1265475) centuries. Industrialisation and improved transport networks can also be seen during this period, roads through the town being turnpiked (HER nos. 26177, 26179) during the 18th century; whilst factories are recorded (Orient Tent Works, HER no.32562) during the 19th century at the same time as Martock gained the railway (HER no.56978), even warranting its own station (HER no.18379), demonstrating that the economy was not dependent on agriculture.

During the 20th century the town continued to grow with additional factories such as the Gas Works (HER no.14256), and Poultry Appliance Works (HER no.26173) being recorded. By the middle of the century, the outbreak of the Second World War led to a military camp on the outskirts of the town (HER no.18305); and it was not until the post-war period and later that there was extensive development of the settlement, but including the closure of the railway.

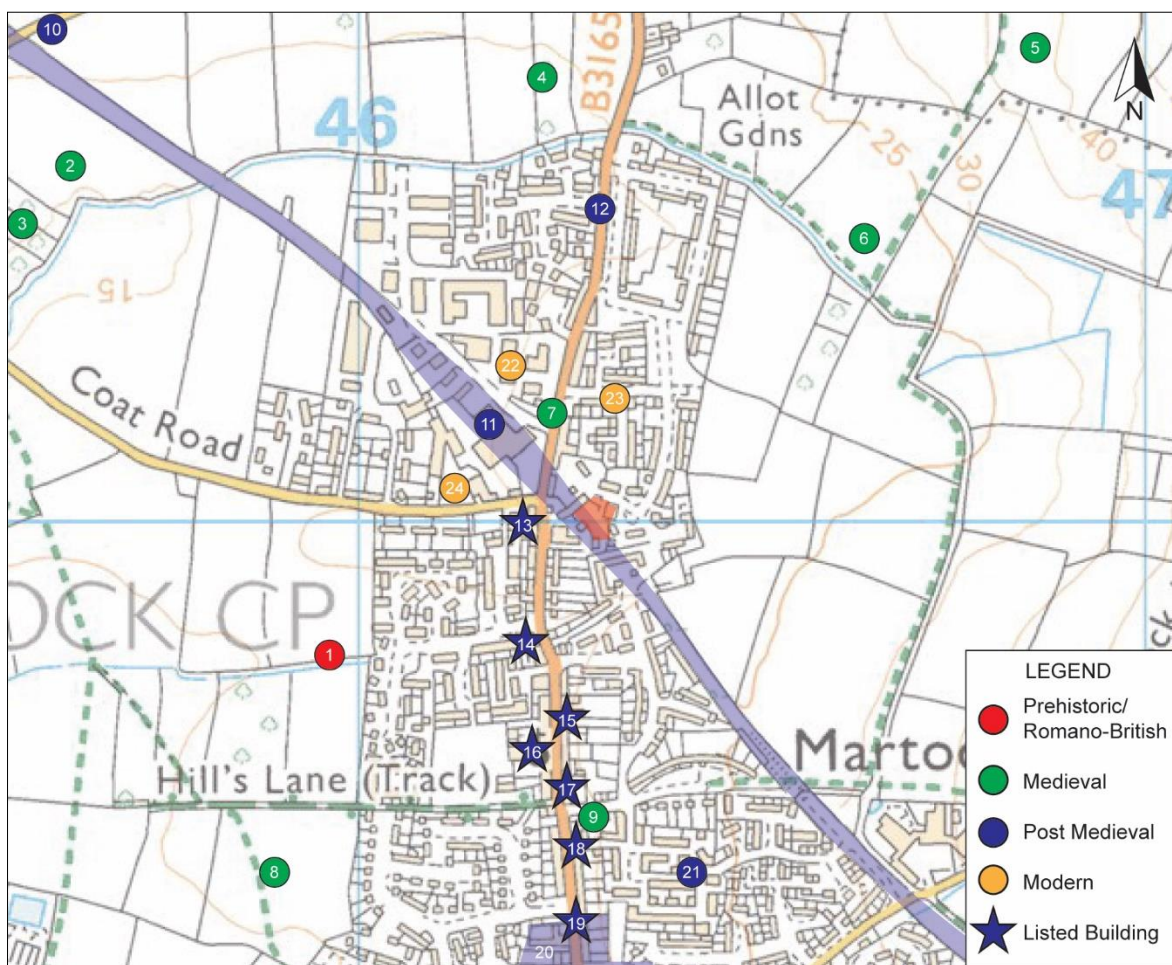


FIGURE 6: NEARBY HERITAGE ASSETS (THE SITE IS INDICATED IN RED) (SOURCE: SOMERSET HER).

TABLE 2: TABLE OF NEARBY UNDESIGNATED HERITAGE ASSETS (SOURCE: SOMERSET HER).

No.	Mon ID.	Name	Record	Details
1	32391	Prehistoric and Roman settlement, Coat Road, Martock	Excavation	Iron Age and Roman occupation identified during geophysical survey and evaluation trenching.
2	54987	Ridge and furrow cultivation, Martock	Documentary, survey, excavation	Areas of ridge and furrow identified from aerial photographs and confirmed by magnetometer survey and evaluation trenching.
3	55473	Medieval hamlet, Coat	Documentary, earthwork	The hamlet of Coat is first recorded in 1225 as <i>Kote</i> and comprises a collection of farms clustering around a cross-roads. Earthworks are visible and medieval pottery has been recovered from the area.

4	36123	Geophysical survey (2015), Martock	Survey	Geophysical survey carried out in 2015 identified several possible features and ridge and furrow cultivation.
5	53501	Medieval Gildons settlement site, west of Ash	Documentary	Settlement called <i>Gildons</i> is recorded from 1554. Many of the fields show ridge and furrow cultivation. May have earlier origins.
6	37738	Ridge and furrow cultivation, east of Limbury, Martock	Cropmark	Ridge and furrow cultivation is visible on aerial photographs and LiDAR data.
7	54227	Medieval village of Limbury, Martock	Documentary	The medieval hamlet of Limbury was first recorded in the 13 th century and as a personal name in 1366. It now forms part of Martock.
8	17420	Medieval ridge and furrow cultivation, south of Hill's Lane, Martock	Cropmark	Ridge and furrow cultivation is visible on aerial photographs.
9	55467	Medieval village of Martock	Documentary	The settlement of Martock is recorded in Domesday, and had a market granted in 1247.
10	26179	Eighteenth century turnpike road, Gawbridge, Martock to Tintinhull Forts	Documentary, structure	This road was turnpiked in 1761.
11	56978	Durston to Yeovil branch line	Documentary, structure	Line of the former Durston to Yeovil railway. Opened in 1853 and closed in 1964.
	18379	Martock Station	Documentary	Martock station is depicted on OS mapping.
12	26177	Eighteenth century turnpike road, Somerton to Dead Way, Martock	Documentary, structure	This road was turnpiked in 1761, and the line largely does not appear to have altered since 1675.
13	List1226340	Railway Inn and attached outbuildings	Listed building	Grade II Listed mid-19 th century inn.
14	List1227353	84 North Street	Listed building	Grade II Listed cottage with possible 15 th -16 th century origins, but largely 18 th -19 th century.
	List1265403	82 North Street	Listed building	Grade II Listed 18 th century house.
15	List1227274	Nos 85 and 87 with front boundary railings	Listed building	Grade II Listed pair of later 17 th century houses.
16	List1227276	Martock Methodist Church	Listed building	Grade II Listed Wesleyan Chapel built 1868 with school room additions 1869 and 1876. Rebuilt 1886.
17	List1227272	No 49 with front railings and boundary wall	Listed building	Grade II Listed early 19 th century house with possible earlier elements.
	List1227273	No 51 and front boundary railings	Listed building	Grade II Listed 18 th century cottage.
18	List1227270	No 41 with front boundary railings	Listed building	Grade II Listed early 19 th century house and shop.
	List1227271	The Old White Horse with front boundary railings	Listed building	Grade II Listed early 19 th century inn, now houses.
19	List1227086	Sharman Butchers Shop between nos 25 and 27	Listed building	Grade II Listed 18 th century probable former coach house.
	List1227267	No 27 with front boundary railings	Listed building	Grade II Listed late 18 th century house.
	List1227269	29, 31 and 33 North Street	Listed building	Grade II Listed early 19 th century cottages.
	List1227275	Rowleys	Listed building	Grade II Listed 17 th century house.
	List1265475	Nos 23 and 25 with front boundary railings	Listed building	Grade II Listed early 19 th century cottages.
20	CA	Martock and Bower Hinton	Conservation Area	Conservation Area covering the historic core of Martock.
21	32562	Orient Tent works, North Street, Martock	Documentary	Sack and oil-covering factory established by 1872; a tent and marquee specialist in 1889; and sailcloth works in by 1974. Now demolished.
22	26173	Poultry appliance works, Martock Station, Martock	Documentary, structure	The site of the 'Poultry Appliance Works and Yard' is shown on the 1904 OS map.
23	18305	Second World War military camp, Marwin Close, Martock	Documentary	1947 aerial photographs show a large number of Nissen and other huts in the field, which appear to have been largely removed by the 1948 aerial photographs.
24	14256	Gas Works, Coat Road, Martock	Documentary, structure	A gas works is shown on the 1904 OS map

2.4 AERIAL PHOTOGRAPHY AND LIDAR

Assessment of the readily-available 20th century aerial photography (Figure 7) for the proposal site indicates whilst the landscape surrounding Martock remains largely undeveloped, appearing

very similar to the earlier historic mapping, and even shows cropmark features suggestive of ridge and furrow agriculture and removed historic boundaries. It shows the industrial growth of the town to the north of the historic core, Durston to Yeovil railway cutting through the surrounding fields, whilst the growth of factory buildings around the station can clearly be seen. The influence of the Second World War can also be seen, the Nissen huts of the military camp can be seen lining the edges of a field to the north of the site. The site itself falls across the line of the railway, and whilst the land to the east remains undeveloped, the proposal site falls within the back plots of properties already in existence to the west.



FIGURE 7: COMPOSITE RAF AERIAL PHOTOGRAPH OF THE SITE TAKEN IN 1946 (SOURCE: SOMERSET HER) SHOWING THE WWII MILITARY CAMP AND RIDGE & FURROW AGRICULTURE SURVIVING IN SOME OF THE NEARBY FIELDS. THE APPROXIMATE LOCATION OF THE SITE IS INDICATED.

The LiDAR data (Figure 8) shows that by the beginning of the 21st century there had been extensive development of Martock, and that instead of continued ribbon development of the town new housing estates were constructed in the fields to both the east and west, broadening out the settlement, including over the former railway in the area surrounding the proposal site; whilst the station had become an industrial estate. Despite the LiDAR data shows earthworks indicative of the survival of ridge and furrow cultivation as well as traces of removed field boundaries.



FIGURE 8: IMAGE DERIVED FROM LIDAR DATA, SHOWING THE APPROXIMATE LOCATION OF THE PROPOSAL SITE (RED ARROW) AND SELECTED AREAS OF POSSIBLE RIDGE AND FURROW AND REMOVED HISTORIC BOUNDARY EARTHWORK FEATURES (YELLOW ARROWS) (PROCESSED USING QGIS VER2.18.4, TERRAIN ANALYSIS/SLOPE, VERTICAL EXAGGERATION 3.0). DATA: CONTAINS FREELY AVAILABLE DATA SUPPLIED BY NATURAL ENVIRONMENT RESEARCH COUNCIL (CENTRE FOR ECOLOGY & HYDROLOGY; BRITISH ANTARCTIC SURVEY; BRITISH GEOLOGICAL SURVEY); ©NERC (CENTRE FOR ECOLOGY & HYDROLOGY; BRITISH ANTARCTIC SURVEY; BRITISH GEOLOGICAL SURVEY) 2015.

3.0 RESULTS OF WALKOVER SURVEY

3.1 INTRODUCTION

The purpose of the walkover survey is to assess if any features or structures on the site or its immediate surroundings are of any historic or archaeological value and to ground-truth the desk-based assessment.

3.2 DISCUSSION

The site consists of a roughly triangular area, located within a larger 20th century area of a garaging within a contemporary housing estate. The 16 garages are all purpose built of concrete block with corrugated sheet roofing, metal doors and plastic guttering.

The northern block of garages forms the north-west boundary of the site, and is abutted by a low block wall, which bounds the parking area to the north-east. To the north-east of this low wall is a small area of grass, and then the pavement and road of Wheelers Meadow. Access to the parking area is from the north-east, and this tarmac access road is flanked to the east by a higher block wall of the gardens for the adjacent properties. The southern boundary is open to the rest of the garages. The western boundary is a high chain-link fence, which has been re-enforced behind with corrugated metal sheeting, to stop easy access into the private parking area behind.

The site slopes slightly from the north-east to the south-south-west, and is surfaced mainly with concrete and tarmac. The site has likely seen some level of terracing/ truncation as it is slightly lower than the surrounding area. Overall the archaeological potential does not appear high.

There were no features visible relating to the former railway on the site, nor were any other features of great age or note.



FIGURE 9: CONCRETE SURFACES, DRAINS AND GARAGES OCCUPYING THE SITE CURRENTLY, VIEWED FROM THE SOUTH-WEST.

4.0 CONCLUSION

The site is located towards the northern end of the pre-Domesday settlement of Martock, to the east of the main road, North Street. The surrounding landscape contains evidence of prehistoric, medieval and post-medieval settlement and farming activity; the town containing buildings dating from the 15th to 19th centuries which reflect the growth of the settlement. Prior to the 19th century the proposal site appears to have remained a combination of meadow and orchard, the 1850s construction of the Durston to Yeovil railway being the first apparent significant development, the line running through the site. Following the closure of the railway in the 20th century the site has been further developed, now being in use as domestic parking garages.

Whilst there is the potential for archaeological remains to be present including of prehistoric to medieval date, suggested by the identification of Iron Age settlement to the west and the recorded medieval settlement of Limbury in the area, the construction of the railway and later development may have destroyed all below ground archaeological remains, as has been identified by archaeological works elsewhere in the town.

With this in mind, whilst the impact of any development on surviving buried archaeological resource would be **permanent** and **irreversible**, the archaeological potential for the site is relatively *low*.

5.0 BIBLIOGRAPHY & REFERENCES

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APPENDIX 1: SUPPORTING PHOTOGRAPHS



1. THE SITE, VIEWED FROM THE SOUTH-SOUTH-WEST.



2. THE SOUTH-WEST BOUNDARY TO THE SITE, VIEWED FROM THE NORTH-EAST.



3. THE SITE, VIEWED FROM THE NORTH-NORTH-EAST.



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