

The Cobb, Lyme Regis, Dorset.

A Programme of Archaeological Monitoring and Recording



The Cobb, Lyme Regis, Dorset.

A programme of Archaeological Monitoring and Recording

for

West Dorset District Council

by



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Front cover image: Central area of duct trench works showing re-laid surface, from NNW.
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Contents

Non-technical summary.....	i
1. Introduction.....	1
2. Site location and historical overview.....	1
3. Methodology.....	3
4. Results.....	7
5. The finds.....	12
6. Discussion.....	13
7. Archive.....	13
8. COAS acknowledgements.....	14
9. Bibliography.....	14

Appendices

Appendix 1. West Dorset District Council plans showing Emergency Repairs.....	15
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Illustrations

Figure 1. Site setting and location of construction works.....	2
Figure 2. Construction phasing with archaeology.....	10

Plates

Plate 1. Open cut trenching in central area of duct trench (from NNE).....	5
Plate 2. Duct trench in Area 4 (from SSW).....	5
Plate 3. Tracing & numbering of cobbles (from S).....	5
Plate 4. Removal of cobbles to tracing on side of trench (from N).....	5
Plate 5. Re-instatement after duct trench works (from the N; photo by David Wilson).....	5
Plate 6. Duct trench concrete reinstatement (from the N; photo by David Wilson).....	5
Plate 7. Re-instatement in Area 4 after duct trench works (from the SSE; photo by David Wilson).....	6
Plate 8. Re-instatement in Area 4 after duct trench works (from the NNW; photo by David Wilson).....	6
Plate 9. Coping stones replaced in Area 5 (from the SSE; photo by David Wilson).....	6
Plate 10. Concrete repair in Area 2 (from the NNW; photo by David Wilson).....	6
Plate 11. Repointing of Areas 8 & 9 (from the SW; photo by David Wilson).....	6
Plate 12. Re-pointing in Area 10 (from the ESE; photo by David Wilson).....	6
Plate 13. Replacement Portland Roach stone in Area 11 (photo by David Wilson).....	7
Plate 14. Trial hole 1 excavated.....	8
Plate 15. Trial Hole 1 excavated, plan view.....	8
Plate 16. Trial Hole 2 - numbering of cobbles.....	8
Plate 17. Trial Hole 2 excavated.....	8
Plate 18. Trial Hole 3 excavated.....	8
Plate 19. Trial Hole 3 excavated, plan view.....	8
Plate 20. Culvert (from W; 1m scale).....	9
Plate 21. WWII concrete base (1m scale).....	9
Plate 22. Southern end of duct trench (from SW; 1m scale).....	9
Plate 23. Earlier surface of large random boulders in duct trench, between 23m & 26.50m (from SW).....	9

Plate 24. Deposit sequence in duct trench, between 23m & 26.50m (from E; 0.54m extended tape).....	11
Plate 25. Earlier surface of large Lias blocks in duct trench, from 26.50m northwards (from E; 1m scale).....	11
Plate 26. Profile of earlier surface of Lias blocks below present cobbled surface, N end of duct trench (from E; 1m scale).....	11
Plate 27. Plan of earlier surface of Lias blocks below present cobbled surface, N end of duct trench (1m scale).....	11
Plate 28. Damage to inner harbour wall in Area 5 (from E).....	12
Plate 29. Cast iron surround recovered from make-up in Area 2 (1m scale).....	12
Plate 30. Removal of benches south of RNLI shop (from SE).....	12
Plate 31. Repairs adjacent to aquarium (from SW).....	12
Plate 32. Re-pointing in NHL5 in Area 10 (photo from David Wilson).....	12
Plate 33. Re-pointing using 'prompt' in Area 10 (photo from David Wilson).....	12

Non-technical summary

Context One Archaeological Services Ltd (COAS) carried out a three-phased programme of archaeological monitoring and recording at The Cobb, Lyme Regis, Dorset, a harbour wall structure. Monitoring was initially carried out over three days between 31 March and 2 April 2014 during the excavation of three trial holes, in advance of a c. 70m long trench excavation for the laying of multiple service ducts inside the core of The Cobb. Observations during the subsequent duct works were carried out over 19 days between 17 May and 30 June with additional works monitored over 2 days on 22 July and 12 August 2014. The final phase was the monitoring of emergency repairs resulting from storm damage conducted over 4 days between 11 and 23 September 2014. The project was commissioned by West Dorset District Council (WDDC) and funded by Western Power Distribution Ltd and the Environment Agency.

The Grade I Listed Cobb (List entry number 1229437) is unique and is considered to be the most famous and recognisable part of Lyme Regis (Bellamy & Davey 2011, 66). As such, the archaeological works were required by English Heritage in mitigation of the excavation and repair work.

The archaeology works monitored the removal and re-instatement of the cobbled surface and underlying deposits, during which two earlier stone surfaces of the Causeway were recorded. An uneven surface of large boulders straddled the 1834 and 1857 phases of the Causeway and probably relate to an earlier phase. At a similar horizon, a more even surface of dressed and mortared blocks was located within the 1834 phase although this likely related to an earlier element of the Cobb, the weathered surface indicating substantive use. Excavations of the duct trenches identified a culvert, which was re-connected to a beach drain within the inner harbour wall. A World War Two concrete base was successfully removed, measuring only 0.25m deep. Previously thought to represent an anti-tank barrier, it is now re-interpreted as part of a small arms protection barrier.

1. Introduction

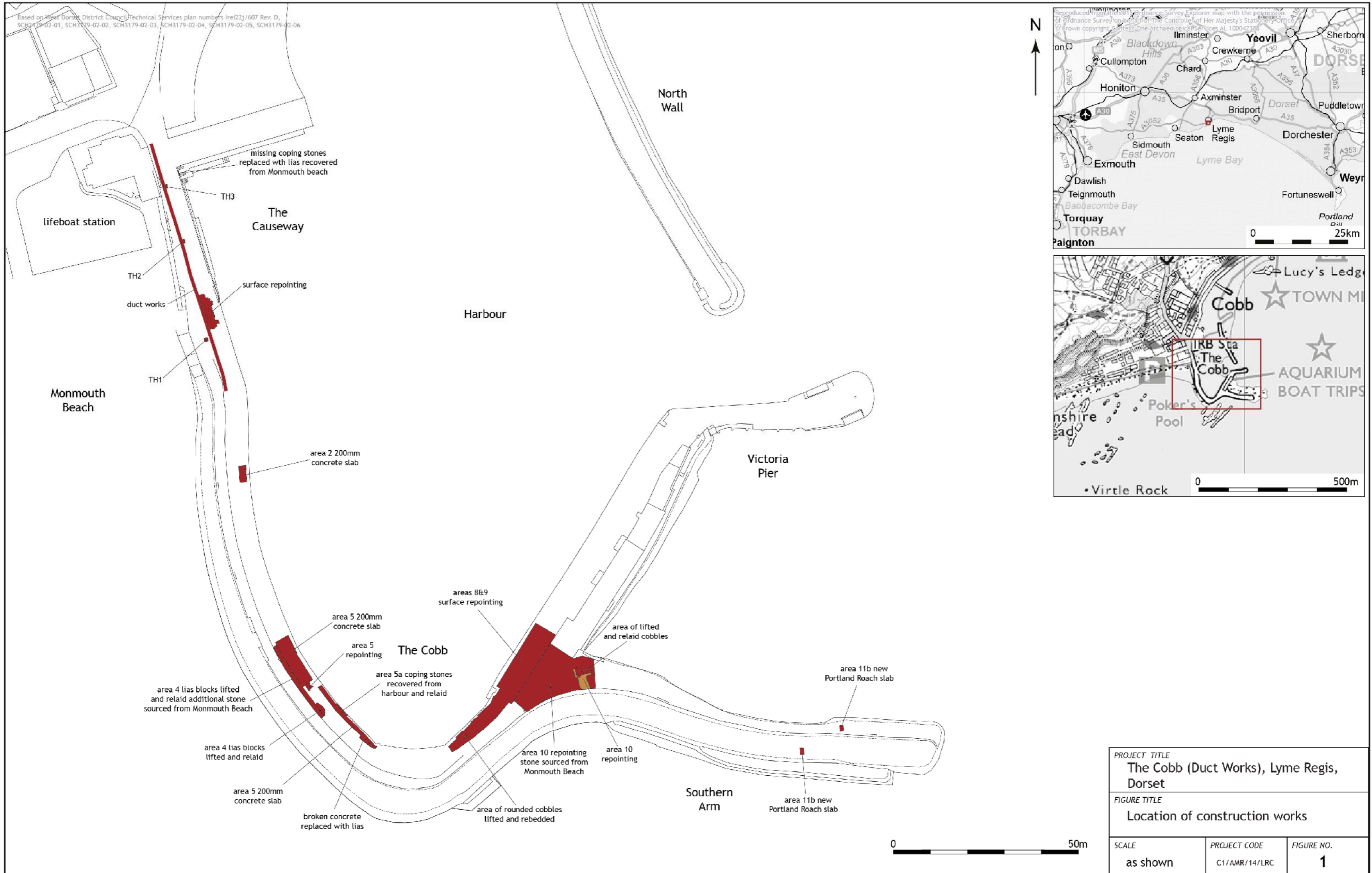
- 1.1 Context One Archaeological Services Ltd (COAS) carried out a three-phased programme of archaeological monitoring and recording at The Cobb, Lyme Regis, Dorset (the ‘Site’), a harbour wall structure. Monitoring was initially carried out over three days between 31 March and 2 April 2014 during the excavation of three trial holes, in advance of a c. 70m long trench excavation for the laying of multiple service ducts inside the core of The Cobb. The results of this phase were summarized in an Interim Report by COAS (McConnell 2014). Observations during the subsequent duct works were carried out over 19 days between 17 May and 30 June with additional works monitored over 2 days on 22 July and 12 August 2014. The final phase was the monitoring of emergency repairs resulting from storm damage conducted over 4 days between 11 and 23 September 2014. The project was commissioned by West Dorset District Council (WDDC) and funded by Western Power Distribution Ltd and the Environment Agency.
- 1.2 The Grade I Listed Cobb (List entry number 1229437) is unique and is considered to be the most famous and recognisable part of Lyme Regis (Bellamy & Davey 2011, 66). As such, the archaeological works were required by English Heritage in mitigation of the excavation and repair work. The objectives were outlined in several emails from Mr Francis Kelly (Inspector of Historic Buildings and Areas, English Heritage) to Mr David Wilson (Project Engineer, WDDC) in April 2014, and are summarized as follows:
- to ensure proper understanding of how the replacement backfilling/re-surfacing would be undertaken and finished
 - to identify the nature and provenance of the fabric together with structural assembly, including recording of voids and migration of matrices
 - to establish whether the concrete sited at a supposed World War Two tank defence barrier is original or a re-instatement following removal of the original barrier
 - to sample the mortar for analysis by English Heritage to help identify suitable new materials

The requirement followed advice by Central Government as set out in *National Planning Policy Framework* (DCLG 2012).

- 1.3 The programme of archaeological works comprised three elements: monitoring and recording during the three phases of groundworks and repair work; post-excavation and report production; and archive deposition. COAS were not requested to produce a Written Scheme of Investigation (WSI) prior to development works however the archaeological strategy followed standard protocols and a short Method Statement for the trial holes provided by West Dorset District Council, as set-out in section 3 of this report.
- 1.4 This document provides a full account of the trial hole excavation work, expanding on the Interim Report submitted in April 2014, together with the archaeological monitoring and recording carried out during the duct works and emergency repair work.

2. Site location and archaeological overview

- 2.1 The trial holes were ranged along the western side of the Cobb known as the Causeway, extending from the Harbour Master building to the north and the ‘Gin Shop’ to the south (**Figure 1**). The surface in the Causeway area is granite and Lias cobbles while the Gin Shop surface is concrete; the trial hole in this section was adjacent to what appeared to be the site of former World War II anti-tank defence barriers. Subsequent open-cut trenching for the duct works were carried out along the same stretch of the Causeway with a further duct block laid within a trench to the south in Area 4 (**Figure 1**). The areas of repair to the Cobb were located at intervals along the Causeway adjacent to the main duct works and in Areas 2, 4 and 5. The surface along this part of the Causeway is a mix of concrete or granite and Lias cobbles. Repairs were also made at the junction of the Causeway, Victoria Pier and the Southern Arm (Areas 8, 9 and 10), while two damaged Portland Roach blocks were partially replaced within the surface of the Southern Arm.



PROJECT TITLE		
The Cobb (Duct Works), Lyme Regis, Dorset		
FIGURE TITLE		
Location of construction works		
SCALE	PROJECT CODE	FIGURE NO.
as shown	C1/AMR/14/LRC	1

Figure 1. Site setting and location of construction works

The Cobb, Lyme Regis, Dorset.

- 2.2 The Cobb is located within the Lyme Regis Conservation Area and Historic Urban Character Area 3. Dating from at least the 13th century (Bellamy & Davey 2011, 62), the Grade I Listing covers the Cobb piers and walls, including the north wall. The List entry summary states the following:

'1357 The Cobb Piers & Walls including North Wall. Stone sea-wall of medieval origin; Cobb shown in C16 sketch. Before end of C18, wall was dry-built; a small section of this kind of walling remains in the east face of the Victoria Pier. Complete rebuilding took place between 1783 and 1829 especially after the great gales of 1824, which destroyed a great part of the walls. Victoria Pier added between 1842 and 1852. North Wall constructed in 1849 (see RCHM Dorset, Vol I).'

The phasing of the Cobb is shown on **Figure 2** with archaeological works confined to the 1834 and 1857 phases. The Cobb is constructed of a mixture of local Upper Greensand 'cow stones' and Portland limestone (Bellamy & Davey 2011, 63), with some local Blue Lias limestone amongst the cobbled surfaces. Previous archaeological investigations of the Cobb include the recording of the sea walling in 2005-6 at Lucy's Jetty and Cobb Gate Jetty, revealing details of the structural history of these elements (*ibid.*).

3. Methodology

- 3.1 The locations of the trial holes, duct works and emergency repairs are shown on **Figure 1**, with further detail of the duct works and emergency repairs on the plans reproduced in **Appendix 1** including details of methodology and materials used.

Trial hole excavation methodology

- 3.2 All the trial holes broadly measured 0.50m x 0.50m in plan. Trial Hole 1 abutted the position of a former post allegedly relating to the supposed World War Two anti-tank defence barrier and was positioned to determine whether the concrete remains were a vestige of the defences or part of re-instatement works following their removal. It was hoped that the trial hole here would also determine the depth of concrete and assess the feasibility of running proposed cable ducts beneath the anti-tank defences. The concrete surface of Trial Hole 1 was edge cut with a disc cutter and then broken with a jack hammer drill. Following re-instatement, the surface was finished with temporary bituminous macadam. Trial Holes 2 and 3 were located in an area of granite and Lias cobbles and the underlying deposit sequence were also assessed for their suitability to accommodate buried ducts. The cobbles in the location of Trial Holes 2 and 3 were first marked and a photograph taken to ensure that the area disturbed by excavation would be accurately re-instated. The cobbles were carefully lifted starting from within an area previously repaired with tarmac and following re-instatement in their original positions were grouted with coarse sand. In all three trenches, deposits were removed by hand to a maximum depth of 1.00m. Materials from distinguishable horizons were stored separately and backfilling was carried out using the excavated materials following the same deposit sequence and compacted.

Duct works methodology

- 3.3 The main open-cut trench for the duct works measured 70.20m long (including ramps), 0.80m wide (extending to 1.00m to make allowance for larger cobbles) and up to 0.80m deep (**Appendix 1, Sheet 1; Plate 1**). Excavations began in the central area before moving south towards the damaged cables and north to the RNLI shop. At the southern end a 4.00m length ramp was excavated to allow the connection of undamaged cables and new cables. A further ramp measuring 2.5m long was excavated at the northern end adjacent to the RNLI shop. In Area 4, the duct works measured c. 23.00m long (**Appendix 1, Sheet 4; Plate 2**).
- 3.4 Prior to excavation, the lias blocks were traced onto clear plastic and marked with reference numbers and letters (**Plate 3**). They were subsequently lifted by hand and placed alongside the trench on the corresponding area of the plastic sheet (**Plate 4**). Approximately 20% of the Blue Lias cobbles disintegrated and could not be re-used. The concrete lump supposed to be a World War Two anti-tank defence barrier was recorded and removed. Following installation of a series of service ducts beneath the concrete lump it was re-instated.

- 3.5 The trench was excavated by a machine equipped with a 0.20m wide toothless grading bucket and the excavated material transferred to the compound area. Following construction of the 4-way duct block and concrete surround, the trench was backfilled to the level of the underside of the cobbles using the previously excavated material. The cobbles were re-instated from the plastic sheets in their original locations and disintegrated Blue Lias cobbles were replaced with newly sourced Blue Lias and suitable stones retrieved from the trench (**Plate 5**). In the areas of concrete a neat edge was cut and the removed concrete discarded. Re-instated concrete in these areas was given an exposed aggregate finish by application of a retarder to the surface of the newly placed concrete and then the surface laitance removed by water jet the following day, exposing the coarse aggregate (**Plate 6**).
- 3.6 In Area 4, the concrete cable covering had been displaced as a result of storm damage and therefore required re-enforcement and replacement (**Plate 7**). This was broken out and the blocks (mostly Lias) were lifted in the same way as for the main duct trench. Following excavation of the trench a 4-way duct block was inserted with concrete surround and the Lias blocks re-laid, with additional stone sourced from Monmouth beach (**Plate 8**).

Emergency repair methodology

- 3.7 As a result of storm damage, many parts of the inner sea wall and cobbled surfaces were damaged requiring reconstruction and repair. Cracked and broken concrete and tarmac patching was broken out using a mini digger and re-instated with original material, stone from Monmouth beach and concrete (see above for treatment of concrete). Missing coping stones opposite the lifeboat station were replaced with Lias recovered from Monmouth beach (**Appendix 1, Sheet 1**). In Area 5, a 4m section of the inner harbour wall coping stones were replaced using the original stones (which had fallen into the harbour) and one replacement stone (**Appendix 1, Sheet 4; Plate 9**). Surface repairs were undertaken along much of the Cobb. Along the Causeway this comprised surface re-pointing to the east of the main duct trench (**Appendix 1, Sheet 2**); insertion of concrete slabs in Areas 2 (**Appendix 1, Sheet 3; Plate 10**) and 5 (**Appendix 1, Sheet 4**); re-pointing to random paving and replacement of broken concrete with lias blocks (to match adjacent surface) in Area 5 (**Appendix 1, Sheet 4**). In Areas 8 and 9 a stretch of rounded cobbles were lifted and re-bedded as a test (**Plate 11**) while the adjacent stretch and Area 10 underwent surface re-pointing where the old mortar had been washed out (**Plate 12**), with some replacement stones where necessary in the latter including a trial area using 'prompt' mortar (**Appendix 1, Sheet 5**). Finally, two slabs were replaced in the surface of the southern arm (Area 11) using Portland Roach (**Appendix 1, Sheet 6; Plate 13**).

Archaeological methodology

- 3.8 The programme of archaeological work was carried out in accordance with the codes, standards and guidelines set out by the Institute for Archaeologists (IfA 1985, rev. 2012; 1990, rev. 2008; 1994, rev. 2008). Current Health and Safety legislation and guidelines were followed on site and an Archaeological Risk Assessment was submitted to West Dorset District Council in March 2014.
- 3.9 Each surface and deposit was recorded as individual contexts and ascribed a unique number. Contexts referenced below are presented in standard terms, e.g. (100), (203).
- 3.10 During the trial hole excavations, mortar samples were taken from the cobble 'grouting' in Trial Hole 2 (part of 201), the concrete (101) in Trial Hole 1, and buried concrete (303) in Trial Hole 3. It was hoped that the bonding matrix from the samples could be replicated to assist with re-statement works once the proposed duct works had been completed.
- 3.11 A photographic record of the fieldwork comprised digital images in .jpg format. As a minimum, the record included photographs of each trial hole in section and plan, representative sections and plans of the duct work trenches, the Site setting and development works.



Plate 1. Open cut trenching in central area of main duct trench (from NNE)



Plate 2. Duct trench in Area 4 (from SSW)



Plate 3. Tracing & numbering of cobbles (from S)



Plate 4. Removal of cobbles to tracing on side of trench (from N)



Plate 5. Re-instatement after duct trench works (from the N; photo by David Wilson)



Plate 6. Duct trench concrete reinstatement (from the N; photo by David Wilson)



Plate 7. Re-instatement in Area 4 after duct trench works (from the SSE; photo by David Wilson)



Plate 8. Re-instatement in Area 4 after duct trench works (from the NNW; photo by David Wilson)

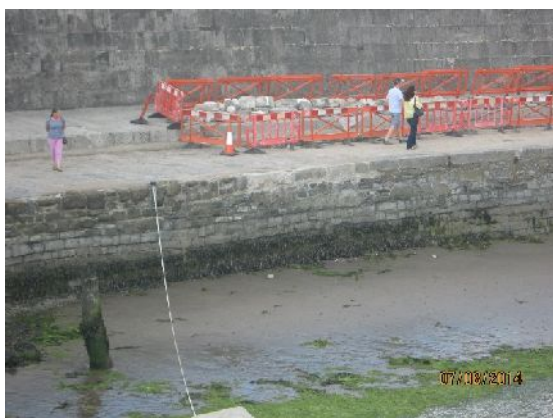


Plate 9. Coping stones replaced in Area 5 (from the SSE; photo by David Wilson)



Plate 10. Concrete repair in Area 2 (from the NNW; photo by David Wilson)



Plate 11. Repointing of Areas 8 & 9 (from the SW; photo by David Wilson)



Plate 12. Re-pointing in Area 10 (from the ESE; photo by David Wilson)



Plate 13. Replacement Portland Roach stone in Area 11 (from the N; photo by David Wilson)

4. Results

Trial Hole 1 - centred on SY 33831, 91573. Plates 14 and 15.

- 4.1 Trial Hole 1 was excavated to a maximum depth of 0.90m. The concrete surface, (101) up to 0.22m thick, was removed exposing a 0.18m thick deposit of mid-dark yellowish brown coarse sand and silt (102) with frequent gravel and rare, large (<0.30m in diameter) flint boulders and rounded large (<0.10m in diameter) beach cobbles. This overlay a deposit of very dark brown, coarse sand silt clay (103) 0.30m in depth with frequent pebbles and sparse rounded beach cobbles (<0.10m in diameter). This rested on a 0.20m+ layer of very dark grey brown silty clay with frequent beach pebbles (104). Excavation ceased at this point. The section against one of the former concrete anti-tank defence posts showed this to be <0.25m deep (Figure 2).

Trial Hole 2 - centred on SY 33825, 91600. Plates 16 and 17.

- 4.2 Trial Hole 2 was excavated to a maximum depth of 0.45m. The granite cobbles (201), up to a depth of 0.22m were set in a matrix of mid-yellowish brown mortar with coarse sand. This overlay a very dark greyish brown, sandy silt clay with moderate gravel, 0.18m thick (202), over a 0.05m lens of yellowish brown, sandy silts, possibly incorporating some lime mortar (203). The removal of this deposit exposed large Lias boulders (204) (>0.40m in diameter) which showed no sign of wear. Excavation ceased at this point.

Trial Hole 3 - centred on SY 33820, 91614. Plates 18 and 19.

- 4.3 Trial Hole 3 was excavated to a maximum depth of 0.60m. The granite cobbles (301), extending to a depth of 0.20m and set in mortar and sand matrix similar to Trial Hole 2, were removed to expose a layer of very dark yellowish brown coarse sand and beach pebbles (<0.05m in diameter) (302), 0.06m thick. This overlay a deposit of concrete (303), 0.10m thick, above a deposit of very dark greyish brown silty coarse sand (304), 0.12m deep, with beach gravel and grit (<0.05m in diameter). This rested on a 0.04m thick deposit of light yellowish brown sand and grits (305) over a 0.08m lens of greyish brown silty sand (306). The removal of this deposit exposed irregularly laid Lias blocks (307) bonded with a yellowish brown sandy mortar. Excavation ceased at this point.



Plate 14. Trial Hole 1 excavated (1m scale)



Plate 15. Trial Hole 1 excavated, plan view (no scale)



Plate 16. Trial Hole 2 - numbering of cobbles (1m scale)



Plate 17. Trial Hole 2 excavated (1m scale)



Plate 18. Trial Hole 3 excavated (1m scale)



Plate 19. Trial Hole 3 excavated, plan view (1m scale)

Duct Works

- 4.4 The following description starts from the southern end of the c. 70.20m open cut main duct trench. The deposit sequence in the first 17m comprised a surface material of pebble and reddish brown concrete (possibly early 20th century) measuring c. 0.15m deep. Cobbles constituted most of the surface materials along the remainder of the duct trench route, with the exception of a strip of concrete and patches of tarmac repairs. The cobbles comprised rectangular granite blocks, Blue Lias and Cow Stone blocks of varying sizes with rare brown and red granite, bonded with mortar.
- 4.5 At 7.50m a culvert measuring 0.30m deep and 0.30m wide crossed the trench from east-north-east to west-south-west comprising mortared rectangular Lias blocks for the sides and top with a slate base (Plate 20; Figure 2). A beach drain joined the west side of the culvert, exiting through the

inner harbour wall. A new pipe was inserted and cemented in place to re-connect the culvert with the drain. One of the WWII concrete bases previously recorded in Trial Hole 1 was removed, which was set into the concrete at a depth of 0.20m (**Plate 21; Figure 2**).

- 4.6 From 0m to 7.50m the underlying deposits consisted of gravel and coarse sand measuring c. 0.38m deep, overlying dark greyish brown sandy silt measuring <0.50m deep, above harbour silts, overlying gravel and coarse sand to the trench base (**Plate 22**). From 7.50m to 23m the cobbles were bedded on a mortar levelling base up to 0.10m deep, over gravel and coarse sand to the trench base depth of 0.80m. At 23m, large randomly laid Lias boulders were recorded at a depth of 0.60m, the edges of which were aligned north-east to south-west, varying in shape and size (**Plates 23 & 24; Figure 2**). These continued to 26.50m at which point the boulders rose up to 0.45m from the surface. From 26.50m and at the same horizon were large, dressed and mortared Lias blocks with weathered surfaces (**Plate 25; Figure 2**). This probably represents the earlier Cobb working surface, a spirit level showing only a slight decline towards the road. At 44m these were 0.40m below the present cobbled surface and were overlain by gravel and coarse sand measuring 0.20m deep, with a lens of greyish silt overlying the Lias.
- 4.7 As the trench continued northwards the depth between the surface and the earlier Lias blocks diminished. By 50m they were only separated by a mortar bedding/ make-up layer, continuing for approximately 2 metres (**Plates 26 & 27**). Thereafter the depths between the earlier and later surfaces increased again before the Lias blocks gave way to rounded blocks set on edge with a covering of sandy gravel matrix which gradually increases in thickness. At the northern end of the trench, outside the entrance to the RNLI boat entrance, where the trench rises the make-up is 0.20m cobble, 0.10m mortar bedding, 0.15m sand and gravel mix, 0.10m of mortar, 0.80m of 'dirty' sand and gravel.



Plate 20. Culvert (from W; 1m scale)



Plate 21. WWII concrete base (1m scale)



Plate 22. Southern end of duct trench (from SW; 1m scale)



Plate 23. Earlier surface of large random boulders in duct trench, between 23m & 26.50m (from SW)

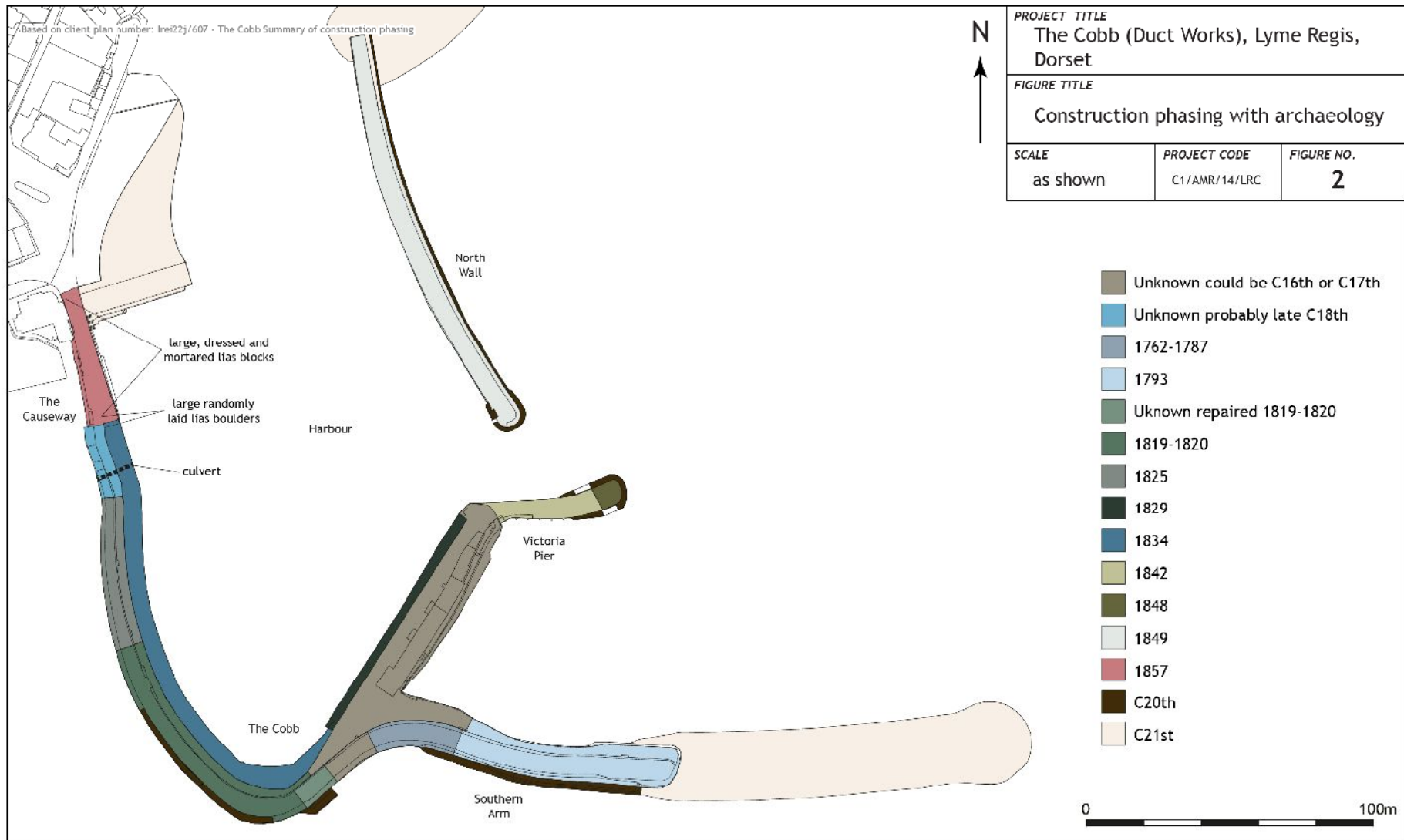


Figure 2. Construction phasing with archaeology



Plate 24. Deposit sequence in duct trench, between 23m & 26.50m (from E; 0.54m extended tape)



Plate 25. Earlier surface of large Lias blocks in duct trench, from 26.50m northwards (from E; 1m scale)



Plate 26. Profile of earlier surface of Lias blocks below present cobbled surface, N end of duct trench (from E; 1m scale)



Plate 27. Plan of earlier surface of Lias blocks below present cobbled surface, N end of duct trench (1m scale)

Repair works

- 4.8 In Area 2 the depth of concrete was 0.20m covering mixed deposits of mortar, dark brown 'dirty' sandy gravel and harbour silt clay with occasional Lias. In Area 5 the depth of concrete was between 0.15m - 0.20m, covering a similar mix of materials as noted in Area 2. Damage to the inner harbour wall (**Plate 28**) was repaired. A cast iron surround of a drain cover was noted within the make-up (**Plate 29**). Further south, the depth of concrete was 0.20m covering a modern aggregate.
- 4.9 In addition to the works detailed in the methodology, the benches outside the Harbour Masters office were removed as the footings overlay the cobbles (**Plate 30**). Some of the re-pointing works were also observed (**Plate 31**). During the archaeological observations, mortar samples were passed to English Heritage to assist with the selection of appropriate new bonding materials. This generally comprised NHL5 (mortar 2 sand 1) (**Plate 32**) however one trial area at the west end of the south arm used 'prompt' (mortar 2 sand 1 and part prompt) (**Plate 33**). Also, in one area the cobbles were lifted and re-bedded on 75mm of NHL5 to see how this would compare to the surface re-pointing used elsewhere on the structure.



Plate 28. Damage to inner harbour wall in Area 5 (from E)



Plate 29. Cast iron surround recovered from make-up in Area 2 (1m scale)



Plate 30. Removal of benches south of RNLI shop (from SE)



Plate 31. Repairs adjacent to aquarium (from SW)



Plate 32. Re-pointing in NHL5 in Area 10 (photo from David Wilson)



Plate 33. Re-pointing using 'prompt' in Area 10 (photo from David Wilson)

5. The finds

- 5.1 No finds were observed during the course of the programme of archaeological works. Samples of the cobble mortar in trial hole 1, the concrete (101) of trial hole 2 and the underlying concrete (303) in TP3 were taken. These were passed to an expert in historic bonding materials by Mr Wilson in order to assist with matching materials for re-instatement.

6. Discussion

- 6.1 The excavation of all three trial holes revealed an expected horizontal sequence of surfaces or firming deposits and make-up layers associated with improvements/repairs to successive thoroughfares around the Cobb from the later post-medieval period. This provided an indicator of the deposit sequence that might be expected during the duct trenching works. Excavations of the duct trench were carried down to the level of the earlier surface identified within Trial Holes 2 and 3 and left *in situ*. Two different surfaces were encountered; large randomly laid Lias boulders were located 23m from the southern end of the trench at a depth of 0.60m, rising northwards to 0.45m below the surface. This was interpreted as a substantive former surface and straddles the 1834 and 1857 phase of the Causeway (**Figure 2**), perhaps indicating it relates to an earlier phase of the Cobb. From 26.50m and at the same horizon were large, dressed and mortared Lias blocks with weathering from use-wear. At 44m these were 0.40m below the present cobbled surface, at 50m they were only separated by a mortar bedding/ make-up layer for approximately 2 metres, to the north of which the distance widened again. This also probably represents an earlier Cobb working surface and was entirely situated within the 1834 Causeway phase (**Figure 2**). Some water was evident in the base of Trial Hole 2, the level of which appeared to rise and fall with the tide. An undulation in the ground in this vicinity might be the result of displacement to the underlying deposits through water scouring although this is only speculative.
- 6.2 Recording of the fabric within the Causeway is coterminous with the stone previously noted, comprising a mixture of local Upper Greensand ‘cow stones’ and Portland limestone (Bellamy & Davey 2011, 63), although Blue Lias was the predominant material within the existing cobbled surface and the buried earlier surfaces described above. The only feature recorded during development works was a Blue Lias culvert at 7.50m aligned east-north-east to west-south-west (**Figure 2**) and joining a beach drain to the west, exiting through the inner harbour wall. This was re-connected as part of the works.
- 6.3 The excavation of Trial Hole 1 demonstrated that the supposed anti-tank barrier post was fairly shallow at 0.25m from the surface and was successfully removed during the duct trench works. It was not possible to determine whether the posts were part of the original defence structure or a subsequent re-instatement. However, installation was in reality a small arms protection barrier as opposed to an anti-tank barrier. Late/post-war aerial photographs show 0.55m square re-enforced concrete stantions standing at least 1.8m high. These were set in 3 rows across the Cobb at 1.5m intervals, comprising 5 stantions with a centre row of 4 in a diamond formation. This would appear as a solid wall when viewed from either the sea or shore side and once behind the second row personnel would be protected from oncoming fire.
- 6.4 In conclusion, the works have successfully repaired damaged areas of the Cobb while capitalising upon the opportunity to upgrade and install new services and enhance the historic character of this well-used and frequently visited monument. The trial areas, where different methods of re-pointing were employed, will be monitored with regard the future care of the Cobb.

7. Archive

- 7.1 An ordered and integrated site archive has been prepared to comply with guidelines set out in *First Aid for Finds* (Watkinson and Neal 2001) and *Standards in the Museums Care of Archaeological Collections* (Museum and Galleries Commission 1992) / *Management of Archaeological Projects 2* (English Heritage 1991).
- 7.2 The project archive is currently held by COAS and consists of the following:

Item	Number	Format
Context record sheets	15	Paper
Photographic register	1	Paper
Day Record	1	Paper
Sections and plan drawing	1 sheet	Permatrace
Digital images	19	.JPG

- 7.3 The paper archive has been scanned as a single file in .PDF format and will form part of the physical Site archive to be deposited with Dorset County Museum.
- 7.4 Copies of this report will be deposited with the client/agent, with English Heritage and with Dorset Historic Environment Service where it will be included as part of the Dorset Historic Environment Record. A digital copy of the report will also be deposited with the Archaeology Data Service, via OASIS (On-line Access to the Index of Archaeological Investigations - <http://oasis.ac.uk/england/>). The OASIS entry will also be completed to include details of the archive contents.

8. COAS acknowledgements

- 8.1 We would like to thank the following for their contribution to the successful completion of this project:

David Wilson, Project Engineer, West Dorset District Council - site visit, 01/04/14
Keith Weston, Structural Engineer, English Heritage - site visit, 01/04/14

9. Bibliography

- | | |
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Appendix 1. West Dorset District Council plans showing Emergency Repairs