

# Colchester Roman Circus

## Management Plan

### 1.0 Introduction

A Roman chariot-racing track or circus was identified during archaeological excavations within the Colchester Garrison in 2004 and 2005. These remains are of national significance and offer a unique opportunity for preservation and interpretation. The correct future management of the circus is important not just in archaeological terms, but also because of contributing to the reputation of Colchester as a cultural destination.

The discovery has generated a great deal of media interest locally, nationally and internationally. It has, for instance, formed the subject of a special Channel 4 *Time Team* programme in May 2005. It has also excited the public imagination as reflected in the public open day, in January 2005, when 2,325 people took the opportunity to visit the site.

### 2.0 Aims and objectives

The aim of the management plan is: **To ensure the appropriate conservation and interpretation of the Colchester Roman Circus.**

The broad objectives of the management plan can be summarised as follows:

- To provide a framework within which current and future development proposals may be considered
- To establish a process for the interpretation of the circus
- To promote the visual clarity of the monument and encourage the development of a sympathetic and appropriate setting
- To enhance the general public's understanding and appreciation of the circus and its history
- To help schools and other educational bodies make the best use of the monument and to stimulate life long learning

### 3.0 The location of the Colchester Roman Circus

The Colchester Roman Circus is located to the south of Colchester town centre, and outside the Town Wall, within the Victorian garrison. The circus was orientated east-west, and lies between the garden of the Sergeants Mess, north of Le Cateau Road, and the grounds of Flagstaff House on Napier Road. The circus is located between NGR TL 9938 2453 (west) and NGR TL 9977 2455 (east) (Fig 2).

The actual physical remains of the circus have been identified in Colchester Urban Village sites C1, C2 and J1 (Fig 1). In addition, work conducted for a Channel 4 *Time Team* programme has confirmed the southern wall line running through the northern area of Abbey Field and a service trench has located evidence for the central barrier.

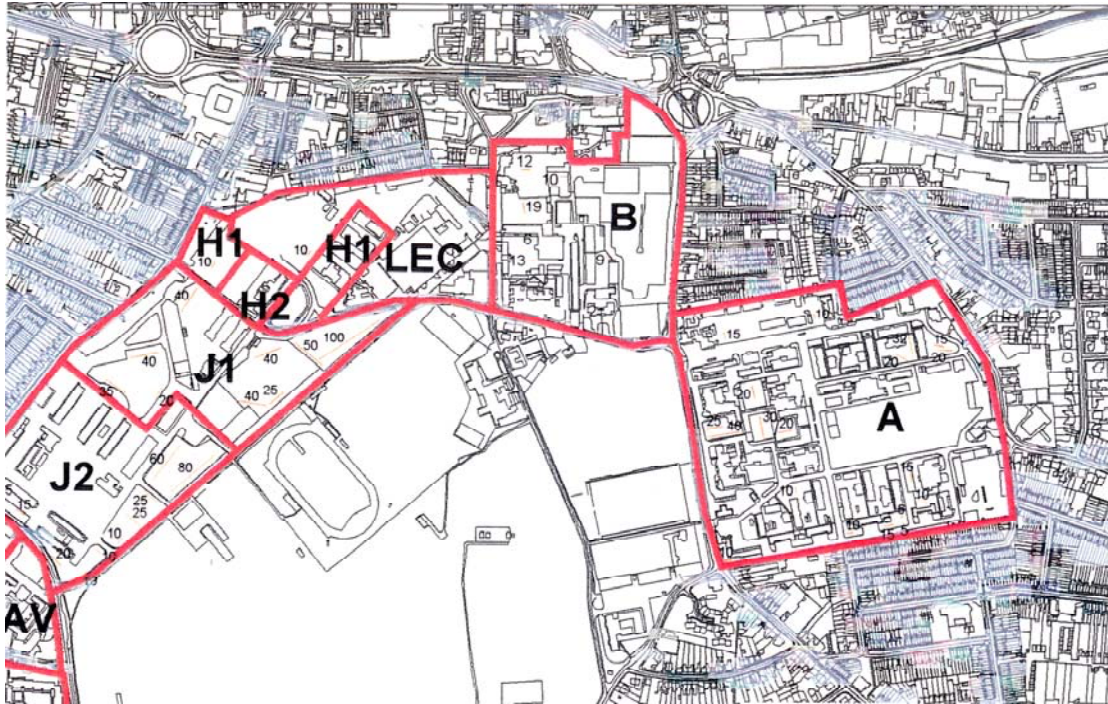


Fig 1 Colchester Roman Circus location plan showing development areas  
 (After a plan prepared by RPS; Reproduced from an Ordnance Survey map with the permission of the Controller of HMSO © Crown Copyright. Licence number LA077607.)

(Note: Sites C1 and C2 are not shown on this drawing, but do appear on Fig 2)

#### 4.0 Ownership

The known circus remains within Colchester Urban Village sites C1, C2 and J1 are owned by the developer Taylor Woodrow. The inferred circus remains in sites H (Sergeants Mess) and B1b (Flagstaff House) are still currently owned by the MOD. These sites (H and B1b) will, however, transfer across to Taylor Woodrow in due course. According to the master layout plan, the earliest start date for development on site H is Jan 2008 and B1b Dec 2009.

The other principal developer with landholdings containing circus remains is RMPA Services, who own the northern area of Abbey Field. The northern side of the circus located within Area LEC, the existing ABRO works, remains in the ownership of the Ministry of Defence at the present time (January 2006) although it is understood that this land may be subject to redevelopment in the near future.

#### 5.0 Historical background: Circuses in the Roman World

The classic Roman circus is an elongated oval track flanked by tiers of seating, along two long sides and the curved end, with a low barrier known as a *spina* running down the centre to prevent collisions. Turning posts known as *metae* were placed at either end of the *spina*. The open, non-curved end contained a row of starting bays, the *carceras*.

Circus games originally consisted of chariot racing and boxing to which athletics and wrestling were later added.

Chariot racing was the oldest and most popular sport in the Roman world. Circus entertainments were run for profit by private enterprises and were expensive to organise and stage. Successful charioteers obtained great wealth and prestige although this was offset by the risk since there were frequent deaths. The dangerous nature of chariot racing added to the excitement of the spectators who might have travelled long distances to come to the games.

Circuses were of Greek origin coming to Rome via the Etruscans. In the north-western provinces of the empire circuses were established as symbols of Roman power in the principal cities soon after their foundation, in some cases in the 1st century AD.

Circuses are known from across the Roman world, including Carthage and Lepcis Magna in North Africa, Luz in Portugal, Zafra in Spain, Arles and Vienne in France, and Trier in Germany. Until 2004 no circuses had been positively identified in Britain, although a site at Knightbridge Street in London had been tentatively suggested.

## **6.0 Archaeological Description of the Colchester Circus**

It is now believed that the Colchester Roman Circus was 448.2m in length. The width of the circus varies between 71.1m - 74.2m (excluding buttresses), which is at the narrow end of the known range and very similar to sites in Spain and North Africa. The actual circuit measures between 62.4m wide at the east end, tapering to 59.5m at the west. The circuit width comprises the widths of the north track, central barrier and south track. It has been calculated that the circus had a seating capacity of around 12,500 -15,000.

The starting gates appear to have been located at the western end of the structure with the semi-circular end to the east.

The stand or *cavea* at Colchester varied between 5.8m and 6.0m in total width. The foundations of the outer and inner walls of the *cavea* were 1.0m and 0.6m in width, respectively. The *cavea* was made of earth retained by stone or timber walls – a method of construction found in theatres and amphitheatres in Britain and Gaul. Indeed it has been suggested that the more modest circuses at Luz (Portugal) and Zofra (Spain) had an earth embankment for seating (Humphrey 1986, 385). Crummy has suggested that the inner *cavea* wall was timber-framed, as it appears to have had foundations only 150mm or so deep, too shallow to support a stone superstructure (Crummy 2005b, 273). The outer *cavea* wall was probably of stone and has been estimated to be at least 4.0m - 5.0m high. The projections along the outer *cavea* may have been the foundations for buttresses to help support the outward thrust of the *cavea*. The *cavea* seems to have been built in different sections, each with its own distinctive pattern of buttresses, according to standardised measurements. An entrance is likely to have existed where two sections met, such as the one found in Area J1 East and a second partly investigated in a service trench in Circular Road East (Crummy 2005b, 271)

The stone used in the foundations of the *cavea* is greensand. Although known from other buildings in Colchester, greensand is much less common than septaria as a result of the fact that it had to be brought in from Kent rather than being locally available. The greensand is in the form of relatively small pieces, produced as waste material during the production of ashlar blocks. This has led Crummy to suggest that the walls of the *cavea* had coursed inner and outer faces with a rubble and mortar core (Crummy 2005a, 3).

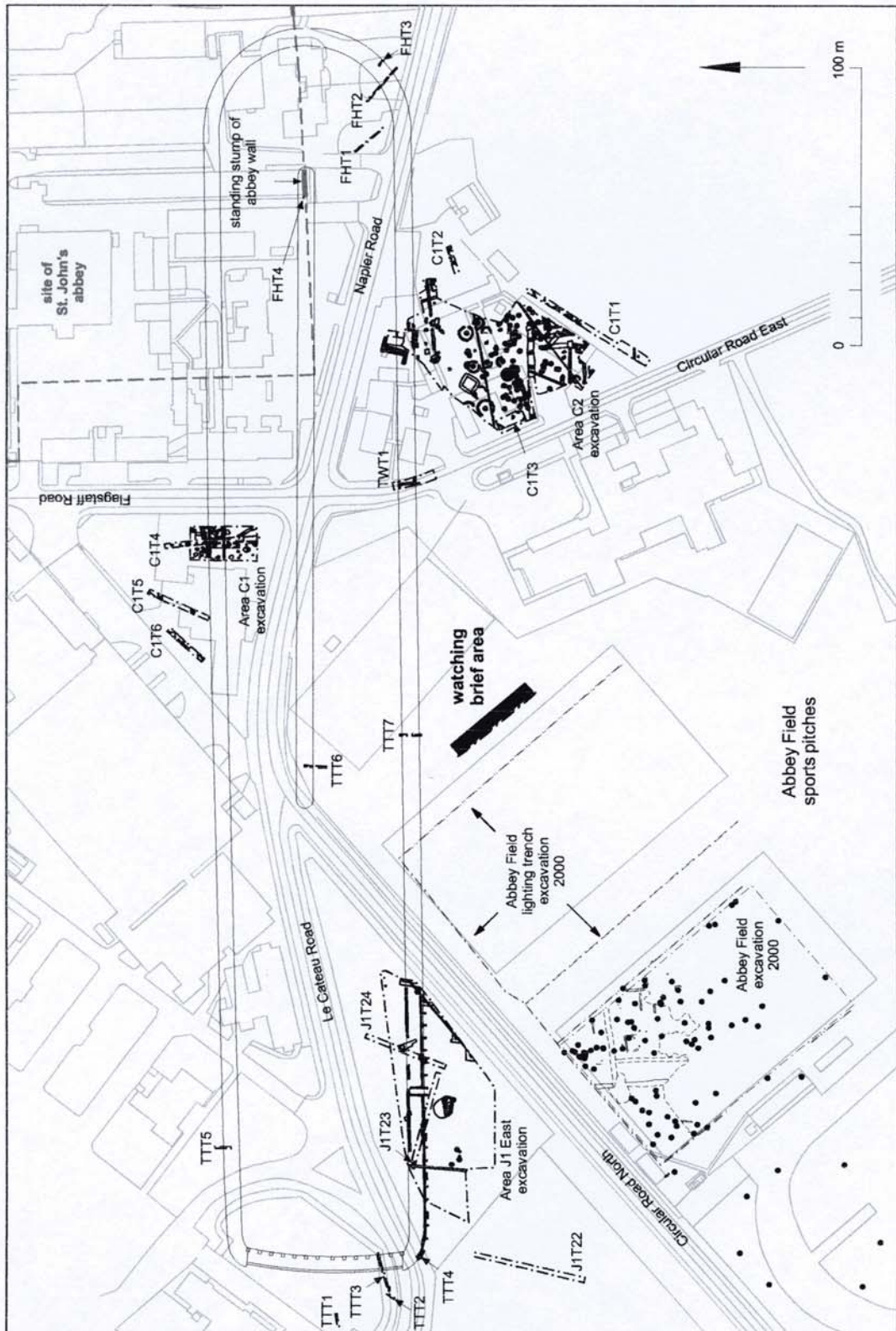


Fig 2 Colchester Roman Circus showing excavated and inferred remains and archaeological interventions  
(Reproduced with the permission of the Colchester Archaeological Trust © CAT)

The circus has been identified in three area excavations and in a number of evaluation trenches (Crummy 2005b, 269-71 has a list of all the discoveries; see also Pooley et al 2006). In particular structural remains have been located in sites C1, C2 and J1 East (Fig 1).

In **Site C1** three east-west orientated features of Roman date were encountered during excavation. The northernmost comprised a gravel metalled track or street with evidence of rutting caused by cart wheels. Immediately to the south of the track was a parallel, robbed-out wall foundation, about 14.0m in length and 0.8m wide with two large robbed-out buttresses on its northern side. These buttresses projected outwards approximately 0.95m and were 6m apart. A second, much slighter robbed Roman wall foundation was found running parallel 4.4m to the south and was approximately 0.7m wide. These discoveries and those in Site C1 (below) were made between May and August 2004 (Pooley et al 2006, 27, 29).

In **Site C2** stretches of two parallel walls were recorded, about 5.0m apart and both extensively robbed. The northern (internal) wall was completely robbed while the southern (external) wall was represented by a short stretch (10.0m) of the wall footing *in situ*. This included three substantial buttresses and was around 0.8m in width. One of the buttresses demonstrated the best surviving evidence of the superstructure, consisting of a course of neatly faced blocks with external rendering above the foundation material, just above the Roman ground level. The external buttresses were approximately 2.4m apart, 1.9m wide and projected 1.4m out from the southern wall. In addition, a demolition layer extended 2.0m--3.0m to the south of the wall alignment. This site also produced evidence for the Roman ground-level at 0.75m below the modern ground surface (Pooley et al 2006, 27, 33).

In **Site J1 East**, two Roman wall lines, the external being recorded for a total length of 93m, on an east-west orientation were identified (around 250m to the west of site C2). It was established that part of the foundation of the southern (external) wall remained unrobbed and was as substantial as the buttressed wall seen within site C2. The wall also possessed 18 external buttresses, similar in form to those within sites C1 and C2. These buttresses were found spaced 4.0m apart along the entire length of the exposed wall foundation. Furthermore a shallow robbed out wall was found running through the excavation area, parallel with the main buttressed wall, over a distance of 60m. As with site C2 the less substantial wall footing was located c.4.0m to the north of the larger wall.

Although no walls extended north or south of the walls there were two north-south orientated, robbed wall lines, approximately 3.0m apart, which clearly connected to the two east-west orientated walls. These can only be interpreted as an entrance across the line of the E/W walls. Gravel metalling *in situ* was found at the southern end of the entrance corridor whilst an area of redeposited, decorative pink mortar (*opus signinum*) was found above this, possibly indicating rendering of the skirting of the corridor or other structures nearby. These discoveries were made from October 2004 to February 2005 (Pooley et al 2006, 27, 42-3).

At the **cross roads of Napier Road, Circular Road East, Circular Road North and Flagstaff Road** an excavation for new services uncovered part of the *spina*. This consisted of a substantial piece of rubble foundation and may represent the base of a structure incorporated into the *spina*. It is significant that the location of the discovery lies at the mid-point of the inferred length of the *spina* and that in some circuses, such as Tyre (Lebanon), this was the position occupied by an obelisk (Humphrey 1986, 475).

Dating evidence for the circus at Colchester is extremely limited. The use of greensand suggests that it was unlikely to have been built before the end of the 1st century AD. It has been argued by Crummy that the scale of the building was so great that the emperor must have paid for its construction (Crummy 2005a, 7-8). An obvious candidate is Hadrian (AD 117-138) whose visit to Britain in AD 122 is associated with Hadrian's Wall and a revival of public building in towns. Although there is no historical evidence, it is certainly possible that Hadrian visited Colchester as the centre of the imperial cult. The terminal date for the circus is likewise elusive; there is the possibility that it stood as a slowly decaying ruin until the Norman period, perhaps as much as a thousand years after it was first built (Crummy 2005b, 275). Only further archaeological excavation may provide the crucial dating evidence.

## **7.0 Condition and Setting of the Circus Remains**

In general the circus appears to be poorly preserved; all that survives of its walls are foundations, and most of these are likely to have been robbed out in the medieval period. These wall foundations are fragmentary and in a fragile state. During the excavations, floors and other horizontally-bedded layers which might have provided stratified material proved to be almost non-existent (Crummy 2005b, 271).

There are no remains above ground and hence the monument has no setting in the usual archaeological sense. Instead the setting will have to be established by sympathetic urban planning and in particular the creation of open space above the circus remains. Open space could include car parking, several areas of which already exist or are planned, and while not ideal these do have the merits of being capable of being constructed in such a way as to protect the underlying archaeology and of being reversible.

## **8.0 Associated Remains**

The circus is surrounded by extensive cemetery areas to the south and north-west. At least 28 Roman burials were found during construction of the athletics ground and sports pitches to the south in 1925 (UAD EVT 1099). Trial trenching and excavation for the adjacent all-weather hockey pitch by the Colchester Archaeological Trust in 2000 recovered 73 more cremations (Crossan 2001). A north-south ditch-defined track was also plotted, running approximately through the middle of this distribution. Further concentrations of Roman burials (a mixture of inhumations and cremations) have been excavated in 2004 and 2005 in Urban Village sites J1 North (360 burials) and C2 (66 burials).

## **9.0 Importance**

The Colchester Roman Circus is a unique archaeological monument in Britain. Colchester is the only place in the country where there is unequivocal excavated evidence for a circus. At a second site in London at Knightrider Street, south of St Paul's Cathedral, excavations have revealed a pair of long parallel walls 9.3m apart, with the northern wall traced over a distance of approximately 175m. However, the walls of the other side of the circus have not been found and there have been discoveries of other archaeological remains in the area which do not appear to conform to the proposed circus. Humphrey concluded, 'A circus at London must remain only an intriguing possibility, not yet proven by the walls that have been found' (Humphrey 1986, 431-2).

Colchester is one of only six locations in the northwest provinces of the Roman Empire where circuses have been securely identified. The others are at Arles,

Saintes, Lyon and Vienne in modern France and Trier in Germany (Humphrey 1986, 388, fig 179).

The circus may be considered in conjunction with other monumental buildings or structures surviving from Roman Colchester, namely the Temple of Claudius, the Town Walls, Balcerne Gate and Duncan's Gate. It is further evidence for the importance of Colchester as one of the principal urban centres in Roman Britain.

## **10.0 Programme of Action**

### **10.1 General conservation principles**

This management plan contains a number of fundamental conservation principles which are required in order to ensure the permanent preservation and presentation of the Roman Circus. These are as follows:

- (i) There must be no new development of any kind proposed for sites on top of the remains of the Roman Circus, with the exception of those items described in section vii (below), a proposed purpose-built cover building and associated interpretation items (see viii). This restriction on development also includes the planting of trees. (In two cases, in sites C2 and B1b, an existing legal agreement requires a car park to be built over the top of the circus remains).
- (ii) There must be a buffer zone of varying width between the archaeological remains and any new development. The width of this buffer zone will vary according to development site. There must be no new development of any kind, within this buffer zone, with the exception of those items described in section vii (below). There must also be no planting of trees. The only exceptions to this restriction on new introductions within the buffer zone are interpretation boards and associated items.

The management plan refers to minimum widths for these buffer zones. Outside these zones it is expected that any developer will take reasonable steps to design any new buildings and other structures in such a way that the best possible fit is achieved around the circus remains. In other words all opportunities should be taken to increase the amount of open space around the circus in addition to the specified buffer zones.

(It is recognised, however, that utility and other designated companies can excavate service runs without recourse to the local planning authority (LPA). Given that the monument is not currently afforded statutory protection, it will be difficult for the LPA to prevent services being routed through the monument / the buffer zone area. In due course the scheduling of all or part of the monument would address this issue.)

- (iii) In addition in each development area equipment and machinery shall not be used or operated in the buffer zone in conditions or in a manner likely to result in ground disturbance other than in accordance with a previously agreed method statement. All vehicle operators must be advised of the significance of the monument. Any temporary barriers would need to be the subject of a planning condition.
- (iv) Any existing proposals for new buildings within the site of the circus, that is the actual full extent of the racing track itself, should be reconsidered and the

justification for their construction assessed in terms of the impact on the integrity and setting of the monument. There should be a presumption against building within the circus site. (It is recognised, however, that there may need to be some alterations to the existing buildings within area B1b (Flagstaff House)).

- (v) Future applications for new buildings within the site of the circus should be refused because of the negative impact on the integrity and setting of the monument.
- (vi) Future proposals for new development within the vicinity of the circus, which is defined as being located within one of the previously identified sites (i.e. C1, C2, J1E, H1E, LEC, B1b and Abbey Field), where there are no legal agreements currently in force will be subject to requests for Section 106 agreements to enable the proper public presentation of the circus remains. (It is recognised, however, that it is not possible to seek further funding via existing S106 agreement for monies from future reserved matters applications.)
- (vii) The land use within the site of the circus and the associated buffer zones shall be one of the following: grassed areas (in public or private ownership), (existing) roads and (existing or proposed) car parking.
- (viii) A detailed interpretation scheme will be drawn up which will include a cover building over part of the exposed remains of the circus and interpretation boards at a number of key locations. It will also involve the course of the circus being marked out, along as much of its length as possible, through a range of appropriate architectural and grounds maintenance mechanisms (such as painted white lines, coloured paving slabs or bricks).

## 10.2 Site specific principles and objectives

In **Site C1** there should be no new development within a minimum of 10.0m to the north of an imaginary line placed across the ends of the buttresses of the external stand wall (which are taken to be an integral part of the wall). This restriction on development also applies to service trenches which should be routed to avoid the monument and its associated northern buffer zone.

To the south of the internal stand wall there must be no development, including service trenches, within the site of the circus. This means that the land in C1 between the archaeological remains to the north and Circular Road North to the south must be left as open space.

Vehicle movements should be prohibited in the southern part of C1, over the archaeological remains of the cavea wall itself and within the 10.0m northern buffer zone.

It is noted that the developers Taylor Woodrow are proposing to provide a play area (or LEAP) within site C1. The preferred location for this facility is in the northern part of C1 allowing the remainder of the site to be secured as public open space.

In **Site C2** the new development should be a minimum of 5.0m away from an imaginary line placed across the ends of the buttresses of the external stand wall (which are taken to be an integral part of the wall). This restriction on development also applies to service trenches which should be routed to avoid the monument and its associated north and south 5.0m buffer zones. (It is recognised that this is a

relatively small parcel of land and therefore the width of the buffer zone has been reduced accordingly.)

It should be noted in addition that vehicle movements within these buffer zones should be prohibited. The only exception is the pedestrian access which should be constructed to ensure that there is minimal impact on the monument. This is best achieved by restricting any vehicle movements to the path itself. Construction vehicles should be of the smallest size necessary to construct the path. (It is noted that this path is positioned to the east of the surviving remains of the Circus in site C2).

It is noted that the legal agreement requires a car park to be built adjacent to the residential development proposed for site C2 (south of Napier Road and adjacent to the cricket pavilion). Although not ideal, given that this was negotiated before the discovery of the circus, it is recognised that it would be impractical to alter this design as this would require the agreement of the landowners and the variation of the existing legal agreement.

It is recognised that the developer has undertaken extensive archaeological excavations within the development site. While the probability of any further discoveries is low, it is good practice in these circumstances to undertake a watching brief during ground works on the site. The Council would therefore welcome a written proposal for a watching brief in due course.

In **Site J1 East** the new development should be a minimum of 10.0m away from an imaginary line placed across the ends of the buttresses of the external stand wall (which are taken to be an integral part of the wall). This restriction on development also applies to service trenches which should be routed to avoid the monument and its associated 10.0m southern buffer zone.

To the north of the internal stand wall there must be no development, including service trenches, within the site of the circus. This means that the land in **J1 East** between the archaeological remains to the south and Le Cateau Road to the north must be left as open space.

As in site C2 there have been extensive archaeological excavations within the development site and it is likewise proposed that a watching brief be undertaken during ground works on the site.

Within site J1E it is proposed to construct a **cover building**, where parts of the surviving walls can be left exposed to public view. The location of the proposed 'cover building' is currently owned by Taylor Woodrow; their consent will therefore be necessary for the erection of this building on this site. This cover building will form the main focal point for the interpretation of the site. The preferred form is a small enclosed structure over two short stretches of exposed foundations: both the front and back walls of the stand. The proposed building should be sensitively designed so as to have minimal impact on the surrounding area and allow visitors to view the remains of the monument from the exterior of the building.

The mechanism for commissioning the building design would be to:

- Obtain initial expressions of interest from architectural firms, through a combination of direct approaches and an advert in an appropriate trade journal.
- Using an appropriate selection panel, produce a shortlist of three firms, from those expressing an interest, to be commissioned to produce an outline proposal

- Based on the proposals, select one of the three to be commissioned to work up the proposal to the level required for an HLF bid.

Though it is difficult to be certain, subject to securing the initial funding, it would be hoped that this process would be complete by midway through 2006 allowing an HLF bid to be made later in the same year.

Further research will be necessary to identify the most appropriate location for the cover building, but it will be sited towards the western end of the circus where the remains are best preserved.

In **Site H1E** any development should be refused on the lawns of the existing Sergeants Mess and the Army Education building. Any development in the northeast part of H1E must be at least 10.0m to the north of the assumed line of the external stand wall (including buttresses). This restriction on development also applies to service trenches which should be routed to avoid the monument and its associated northern buffer zone.

In **Site LEC** (excluding Area C1) there should be no new development within a minimum of 10.0m to the north of an imaginary line placed across the ends of the buttresses of the external stand wall (which are taken to be an integral part of the wall). This restriction on development also applies to service trenches which should be routed to avoid the monument and its associated northern buffer zone.

To the south of the internal stand wall there must be no development, including service trenches, within the site of the circus. This means that the land in LEC between the archaeological remains to the north and Le Cateau Road to the south must be left as open space.

Vehicle movements should be prohibited in the southern part of LEC, over the archaeological remains of the cavea wall itself and within the 10.0m northern buffer zone.

In **Site B1b** (Flagstaff House) there should be no new development within a minimum of 10.0m to the north of an imaginary line placed across the ends of the buttresses of the external stand wall (which are taken to be an integral part of the wall). This restriction on development also applies to service trenches which should be routed to avoid the monument and its associated northern buffer zone.

To the south of the internal stand wall there must be no development, including service trenches, within the site of the circus. This means that the land in C1 between the archaeological remains to the north and Napier Road to the south must be left as open space.

Vehicle movements should be prohibited in the southern part of B1b, over the archaeological remains of the cavea wall itself and within the 10.0m northern buffer zone.

It is noted that the legal agreement requires a car park to be built on land in the south east corner of B1b. Although not ideal, given that this was negotiated before the discovery of the circus, it is recognised that it would be impractical to alter this design as this would require the agreement of the landowners and the variation of the existing legal agreement.

(It is recognised, however, that any development within site B1b will be constrained by the requirement to preserve several Victorian military buildings.)

On **Abbey Field**, including the car park of the present Arena Club site (inclusive of the disused tennis court and pavilion area), to the North of the internal stand wall, future development should be restricted to surface car parking.

Within a 10-meter buffer zone to the South of the internal stand wall there must be no new development, including new service trenches, other than that previously agreed, that is the all-weather seating stand installed under Planning Application No. G/COL/05/1313, or the future development of a surface car park within the Arena Club site (inclusive of the disused tennis court and pavilion area) .

The site specific principles and objectives are summarised in Table 1.

## **11.0 Planning**

### **11.1 Designation**

The remains of the Colchester Roman Circus are not currently designated as a scheduled ancient monument under the provisions of the Ancient Monuments and Archaeological Areas Act 1979. However, English Heritage have advised the remains are eligible for scheduling because of their national importance (Deborah Priddy, pers comm 16/11/2005). At present English Heritage are prepared to wait before requesting the Secretary of State for Culture, Media and Sport to designate the circus site, allowing the protection of the remains to be achieved through the development control process. Should this mechanism fail to achieve the long-term preservation of the circus then immediate action would be taken by English Heritage.

In the future it is anticipated that the question of the designation of the circus will be reviewed by English Heritage and there is the strong likelihood that the site will become a scheduled ancient monument in due course.

### **11.2 Planning Policy**

Planning Policy Guidance 16: Archaeology and Planning (PPG 16) states that, 'Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development there should be a presumption in favour of their physical preservation' (paragraph 8). It has been demonstrated above that the remains of the Colchester Roman Circus are of national importance and therefore should be preserved *in situ*.

### **11.3 Local Plan**

The Colchester Borough Local Plan adopted in March 2004 includes as part of Policy UEA8, 'There will be a presumption against development that would adversely affect Scheduled Ancient Monuments and other nationally important archaeological remains, and their settings, whether scheduled or not'.

### **11.4 Strategic Plan**

The proposals contained within this management plan links in with the Council's aspiration to be 'a centre of excellence and innovation for culture and learning, recognised regionally, nationally and internationally'. In particular the Strategic Plan contains a clear commitment, 'To promote Colchester and emphasise its major

attractions whilst protecting our heritage and natural environment for future generations' (*Strategic Plan 2004-2007*, 15). The plan is also fully in line with the Council's support for the Colchester 2020 commitment on heritage to make 'the most of our outstanding historic visitor attractions' (*Strategic Plan 2004-2007*, 11).

### 11.5 International Conventions

The European Convention on the Protection of the Archaeological Heritage (revised), commonly known as the Valletta Convention, was ratified by the UK government in September 2000 and came into effect in March 2001. Article 4ii places a responsibility on signatories, 'to implement measures for the physical protection of the archaeological heritage, making provision, as circumstances demand for the conservation and maintenance of the archaeological heritage, preferably *in situ*'. By preparing this management plan therefore the Borough Council is acting in accordance with the principles of the Valletta Convention.

Area	Minimum buffer zone width (m)	Variation from management principles	Interpretation
C1	10		Interpretation board and markers
C2	5	Car park	Markers
J1E	10		Cover building and markers
H1E	10		Markers
LEC	10		Markers
B1b	10	Car park	Markers
Abbey Field	10	Car park	Markers

**Table 1 Management Recommendations for Colchester Roman Circus**

### Acknowledgements

The archaeological data in this management plan is taken from 'A Possible Roman Circus at Colchester' prepared by RPS Planning Transport and Environment, Oxford in association with the Colchester Archaeological Trust in December 2004. Additional data is taken from Crummy, P 2005b 'The circus at Colchester (*Colonia Victricensis*)' *Journal of Roman Archaeology*, **18**, 267-77. Colchester Borough Council is grateful to Philip Crummy, Rob Masefield, Deborah Priddy and Simon Collcutt for their assistance in the preparation of this plan.

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