ARCHAEOLOGICAL INVESTIGATIONS AT BAKEWELL CHURCHYARD AND HASSOP ROAD ROUNDABOUT, DERBYSHIRE

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SUMMARY

An excavation around the base of the high cross in the churchyard of All Saint's Church, Bakewell, revealed the base of the socket stone that supports the cross shaft with archaeological features and deposits running below the stone, including a foundation wall orientated east to west. The remains of a burial identified beneath the foundation wall comprised an adult female apparently carrying a neonate child, suggesting that they both died in childbirth and were buried together. The skeletal remains of the adult were sampled for radiocarbon dating and yielded a date of cal. AD 1030 – 1210. This medieval date for the inhumation provides a terminus post quem for the wall foundation, which in turn underlies the cross base indicating, therefore, that the cross shaft is not in its original position but has been brought in at a later time.

Subsequent archaeological investigations undertaken at a field adjacent to Hassop Road Roundabout, near Bakewell, consisted of an earthwork survey, geophysical survey and excavation. According to local legend, an old crossroads within the field may have been the site of a free-standing cross, potentially the early medieval high cross shaft presently located in Bakewell churchyard. The earthwork and geophysical surveys identified the course of several roads/ track-ways across the site which merged towards the eastern side where an ancient Y-shaped junction was recognised. This junction provided an appropriate location to carry out an excavation seeking to identify the original position of a cross. Despite the survival of ancient road surfaces, however, no clear evidence of a possible cross shaft location was recognised. However, a possible structure composed of large stones over smaller limestone rubble was identified adjacent to the junction. This feature appears to have an anthropogenic origin and, based on its close proximity to the Y-shaped road junction, might have acted as a base for a possible marker. Time restriction forestalled full investigation and its characteristics and purpose remain unknown, although connection with a cross shaft base remains a possibility.

INTRODUCTION

A programme of archaeological works was undertaken by Archaeological Research Services Ltd (ARS Ltd) between March and July 2012 as part of the Decoding the Bakewell Crosses project, funded by the Heritage Lottery Fund. These consisted of an excavation around the base of the high cross in the churchyard of All Saint's Church, Bakewell - Site 1; followed by an earthwork survey, geophysical survey and excavation at a field adjacent to Hassop Road Roundabout, near Bakewell - Site 2 (Fig. 1). This article is a summary of original archaeological reports prepared by ARS Ltd (Mora-Ottomano 2012a, 2012b and 2012c; Flintoft 2012).

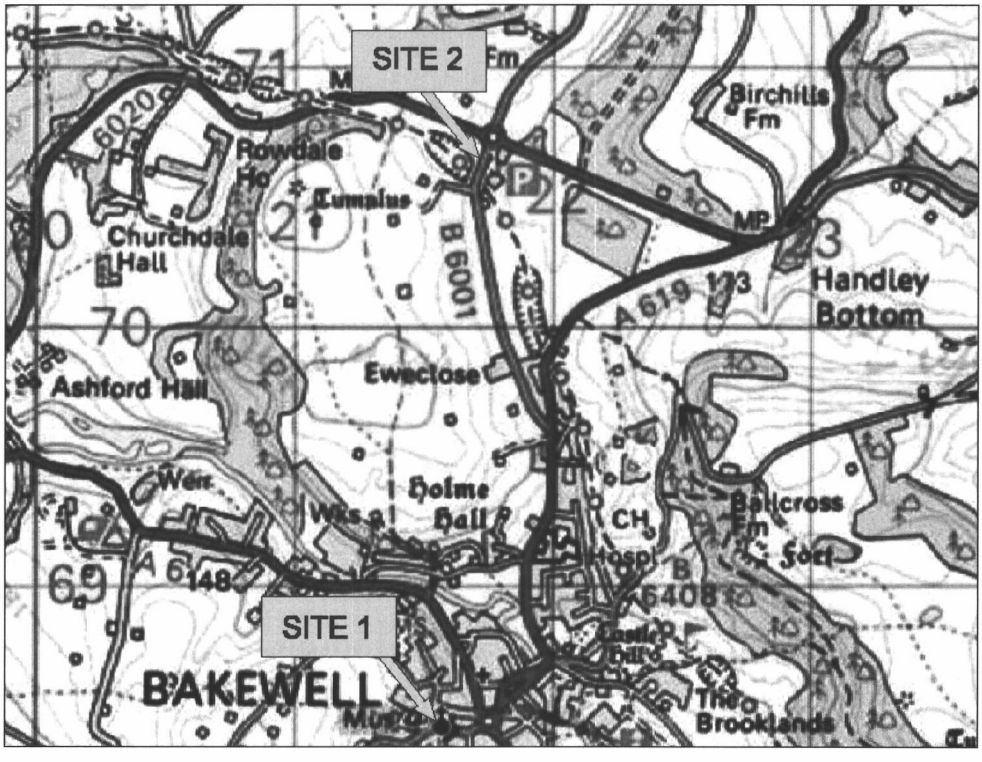

Fig. 1: Location of Site 1 and 2.
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The high cross is a Scheduled Ancient Monument (SAM - number 23344), and therefore excavation took place in accordance with a Scheduled Monument Consent Project Design, submitted by ARS Ltd to English Heritage. Landowner and manager of the cross is the Parochial Church Council of All Saints' Church. The surviving portion of the cross shaft stands east of the church's south transept, mounted in a gritstone socket stone and partially supported by a later substantial chock stone to hold it in place. Wrought-iron railings, mounted in kerbstones of early 20th century date, surround the monument.

The field adjacent to Hassop Road Roundabout is owned by the Duke of Devonshire and is used for grazing and haymaking by the tenant, Mr. C. Percival. It contains surviving earthworks which appear to be the remains of former roads.

Plate 1: The high cross, Bakewell churchyard.

HISTORICAL BACKGROUND

The high cross, at Site 1, is one of two cross shafts standing within Bakewell churchyard, and is the most impressive piece of a collection of some 37 pieces of Anglo-Saxon and Anglo-Scandinavian free-standing sculpture (?) at Bakewell Church (Plate 1). The Scheduled Monument Record states that the cross shaft dates probably to the 8th century (refuted by some recent reinterpretation, see below) and provides a descriptive account of the cross shaft, its form and decoration. Issues of context are raised in the monument record which states that "the cross's iconographic ornament and current location in a churchyard suggests a possible liturgical role though the hunting motif may indicate an alternative function".

Routh's study (1937), the standard corpus on Peak District sculpture, led to an unchallenged acceptance of an Anglian (early 8th century) date for the high cross, placing it in the time of the Mercian hegemony over the Peak District, a relatively obscure period. More recently, Stetka (1999; 2009) has undertaken re-assessment of the Bakewell sculpture in which he discusses and supports an early 10th century date, as was suggested by Collingwood (1927) and by Sidebottom (1999) in the wider context of Peak District cross sculpture. A 10th century Peak District provides a suitable context for Northumbrian style, Anglo-Scandinavian art depicting both Christian and pagan iconography.

According to local legend, an old crossroads within a field adjacent to Hassop Road Roundabout, near Bakewell, may have been the site of a free-standing cross, potentially the early medieval high cross shaft presently located in Bakewell churchyard.

SITE 1: EXCAVATION (Figs 2 and 3; Plate 2)

The aim of excavating around the base of the high cross at Bakewell churchyard, whilst leaving the monument undisturbed, was to test whether the cross shaft is in its original location or whether it was brought into the churchyard at a later date. The iron railings, their plinth and chocking stone were also left *in situ*. Excavation was undertaken as part of a project funded by the Heritage Lottery Fund to inform a longer term programme of conservation works to protect the monument. Knowing whether the cross is *in situ* or not, is key to identifying a suitable method of conservation. Investigation comprised two slit trenches dug in the form of an 'L-shape' along two sides of the socket stone of the high cross, Trench 1; and a parallel analogous trench along the outer side of the railings' kerbstone, Trench 2.

Trench 1

Trench 1, located along the eastern and southern sides of the socket stone (a large, squared, coarse gritstone boulder in which the high cross is mounted), formed an L-shape measuring 2 metres (north/south) x 1.35 metres (east/west) and varied in width from 300mm to 200mm, reaching a maximum depth of *c.*1 metre along the southern branch.

The upper stratigraphic sequence consisted of a thin paved surface (101) composed of gravestone fragments with pockets of topsoil (102), over a sub-base layer (103) composed of mortar hardcore (*c.*250mm thick, including the paving). The railings' kerbstones were fully exposed and overlay a substantial foundation of roughly hewn, sandstone blocks, some of which included tool marks suggesting that they were re-used from former masonry structures. This foundation was bonded with a very compacted mortar matrix. The kerb's foundation trench [105] cut a silty clay layer (106) which abutted and underlay the socket stone and a compacted mortar layer to the west end, apparently laid as a sub-base/make-up for the later chock stone (a substantial, coarse gritstone boulder) which supports the west side of the cross shaft.

In order to allow for further excavation, part of the foundation was removed. Despite limited space between the socket stone and the railings' kerbstone foundation, it was possible to excavate to a maximum depth of *c.*1 metre, reaching a level of 142.86 metres above Ordnance Datum (AOD). This excavation exposed the base of the socket stone yielding overall dimensions for the entire stone of 1.45 metres in length (north/south), 1.05 metres in width and 1.05 metres in height or thickness. Exposure of the socket stone also ascertained the present slanted angle of 100° southwards, implying that the stone has dropped *c.*10° along the southern side. This is a substantial subsidence, the cause of which is unknown, although considering the number of burials identified beneath the base of the socket stone, earth movement could have taken place during burial decomposition below the stone. It was also noticed that the lower section of the stone (400mm thick) was roughly worked whereas the remaining upper section (*c.*700mm thick) was dressed and included a stepped plinth, although somewhat asymmetrical in places. This suggests that the upper section, or at least most of it, was intentionally prepared to be exposed as a pedestal for the cross shaft whereas the lower part was designed to be below ground level.

Along the eastern side of the trench a series of stones was identified against and slightly under the socket stone. This feature was further exposed in Trench 2 and was recognised as a wall foundation running approximately east to west which was partially truncated by erection of the socket stone. A fine grained, sandstone block beneath the socket stone and located towards the northern end of the trench, might have also been an element of the wall foundation, implying that the wall may have projected to the north-west.

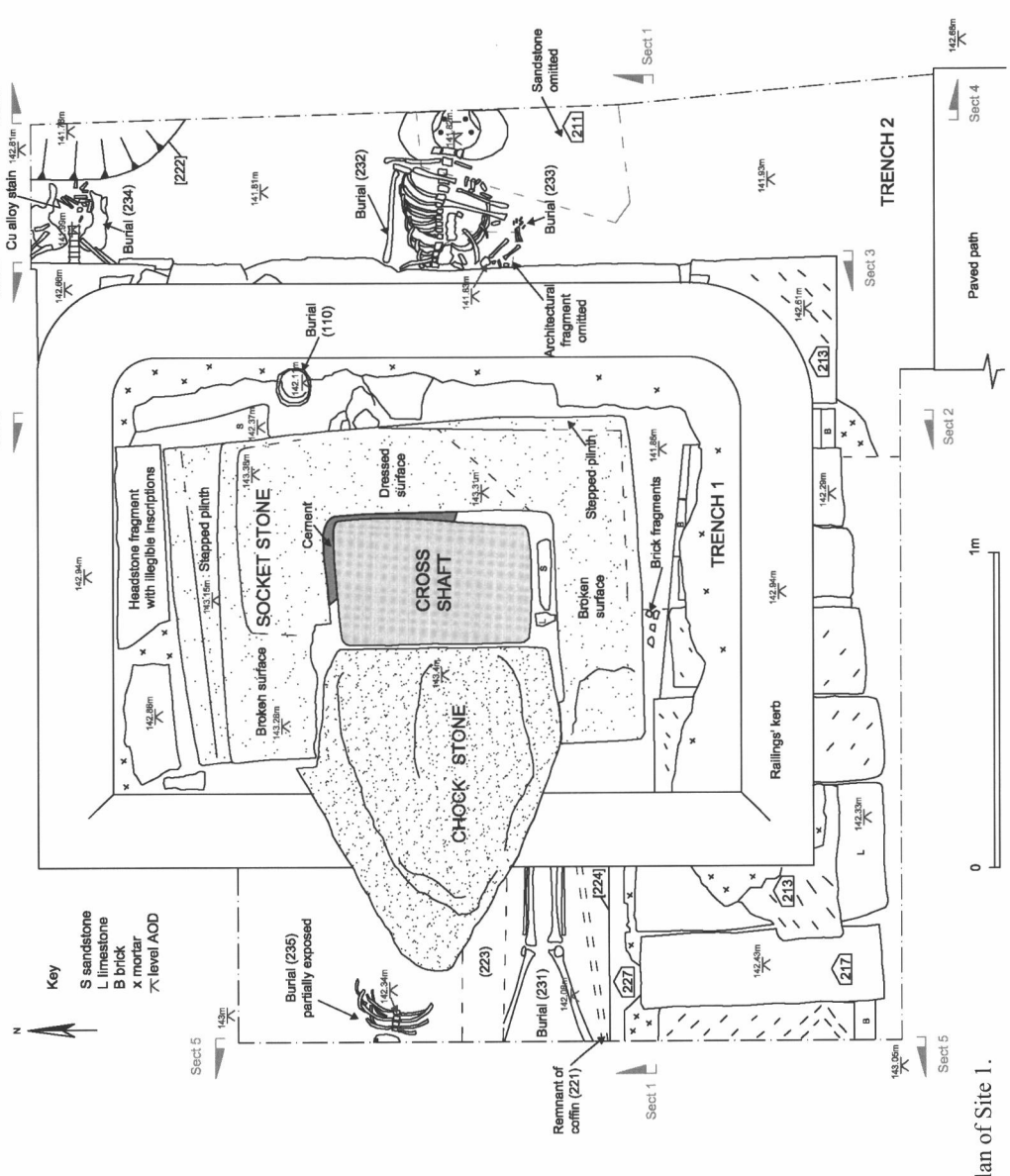

Fig. 2: Final plan of Site 1.

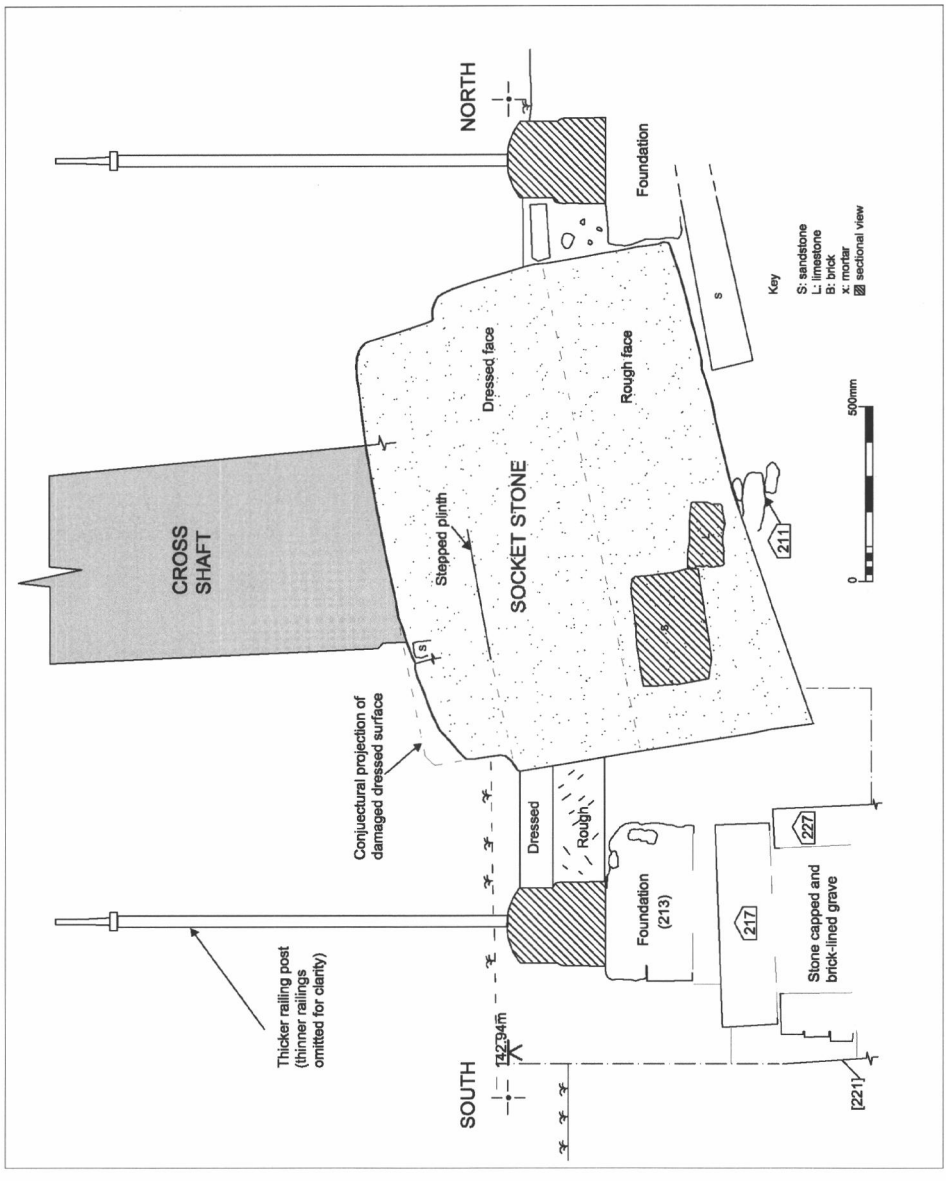

Fig. 3: East-facing section through excavated trenches 1 and 2, Site 1.

Beneath the wall foundation an intact adult human skull (110) was found at a height of 142.1 metres AOD. Although no further associated skeletal remains were identified within the adjacent Trench 2, it is likely that this skull represents an *in situ* burial. Indeed, its intact state may indicate that the burial was laid deliberately in its present position and that the remaining parts of the body were disturbed by the possible later grave pits observed throughout Trench 2. Conversely, if the skull had been disarticulated and removed from its original position, it would have been unlikely to survive intact, as was demonstrated by the fragmented skull pieces retrieved from other archaeological contexts within the site. Along the southern side of the trench a brick-lined and stone-capped grave was identified at a height of 142.29 metres AOD. This grave was inserted within a pit excavated alongside the socket stone and backfilled with some brick fragments utilised as packing against the socket stone. The grave extended towards the southern branch of Trench 2 where it was further exposed.

Trench 2

Trench 2 was initially laid parallel to Trench 1 along the outer side of the railings' kerbstone. However, due to its limited size it was decided to widen and extend it with an additional western branch creating a U-shaped trench. Its overall dimensions measured 2.90 metres (north/south) x 3 metres (east/west southern branch) x 2.10 (north/south western branch). The eastern and western branches measured 550mm in width whereas the southern branch was only 300mm. Maximum depth reached was *c.*1 metre below present ground level yielding a height of 141.81 metres AOD within the eastern branch and 142.08 metres AOD within the western side.

The upper stratigraphy corresponds to topsoil layers and a paved path which runs north to south. The path was constructed over a series of late deposits. Towards the south end of the eastern branch was a deep pit [218] measuring between 500 to 600mm deep. Initial excavation exposed the foundation of the railings' kerbstone which contained projecting quoin-like stone pads at each corner. Across the centre of the eastern branch there was a wall foundation (211) running east to west, which corresponded with the same feature observed in Trench 1. Subsequent to these findings, the trench was widened in order to fully explore the nature of this wall foundation.

The east/west wall foundation (211) was composed of several courses of irregular, medium, sub-angular, limestone rubble as well as two large, fine-grained, sandstone blocks. The wall was carefully excavated yielding a thickness of *c.*300mm. No cut for a foundation trench was recognised; however, it was established that the wall contained degraded whiteish mortar (215) as a bonding agent amongst the rubble. Once carefully dismantled it was revealed that the large, fine-grained, sandstone block, projecting from east-facing section 3, was an architectural fragment carved with a niche-like feature and a small mortice hole.

The lower main layer (206), composed of mid-brownish, grey, firm silty clay with frequent small and medium sub-angular limestone rubble, contained mixed artefacts including fragmented clay pipe stems and pottery, of which two sherds appear to be medieval. It also contained a large number of human bone fragments. The chronologically mixed artefacts together with the fragmented state of the bones indicate that this layer (206) has been substantially disturbed and is difficult to include within a definitive sequence of contexts for the site. However, at approximately 1 metre below ground surface, a largely intact horizon was encountered containing several inhumations.

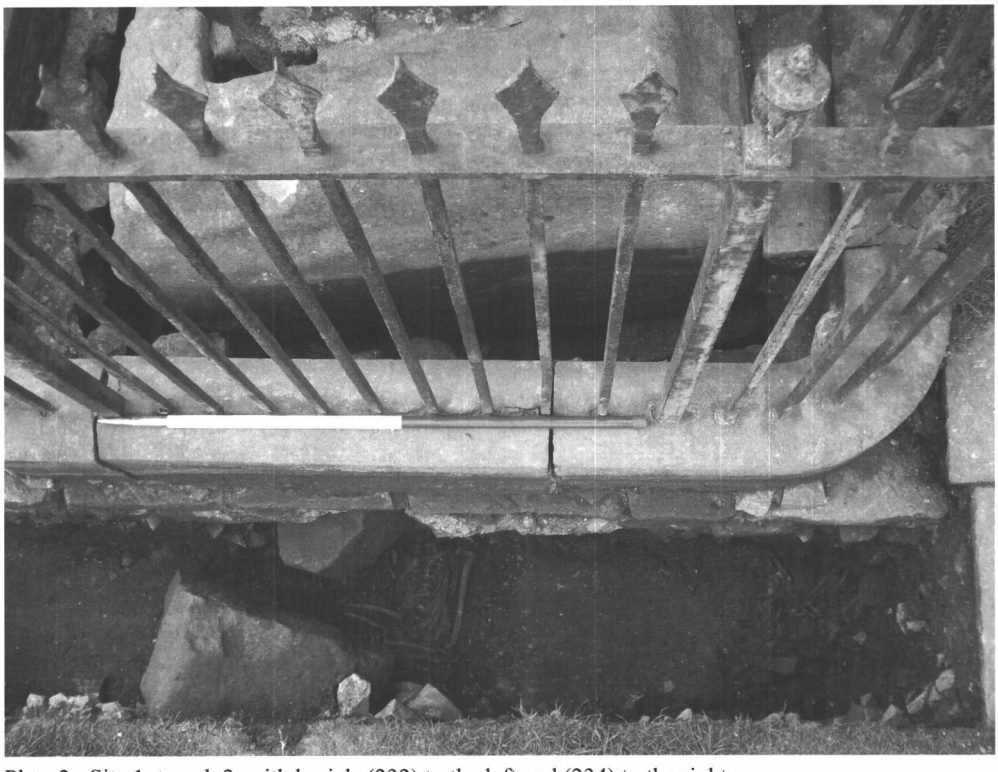

Plate 2: Site 1, trench 2, with burials (232) to the left and (234) to the right.

Approximately 250mm beneath the east/west wall foundation (211) there were two burials which appear to have been laid concurrently. Burial (232) was a well-preserved skeleton which appeared to be a complete articulated adult, but it extended beyond the trench edges and only the upper body from the cervical vertebrae to the sacrum was exposed. These skeletal remains can be identified tentatively as an adult female 20 – 30 years of age, who had been placed in a supine position, with the lower arms flexed towards the lumbar vertebrae where both hands were joined. The burial's orientation is consistent with Christian interments, with the head towards the west and the feet to the east. The left radius was sampled for radiocarbon dating and returned a date of cal. AD 1030-1210 at 95.4% confidence (910±30 bp, Beta-320051). Immediately over the burial's right humerus (232) was an additional burial (233) corresponding to a neonate child of indeterminate sex, also orientated east/west. This skeleton (233) appeared to be in a supine position, although only the lower limbs and pelvis were exposed and it extended beyond the western edge of the trench. The skeleton's legs were slightly flexed inwards and it appeared to be within the same context as burial (232), indicating that they might both have died in childbirth and been buried together. No sign of a coffin or grave was recognised. Both burials were found at 141.83 metres AOD.

Towards the northern end of the eastern branch of Trench 2 there was another well-preserved burial (234) which appeared to be a possible adult male, placed in a supine position with the hands over the pelvis. This burial also extended beyond the trench edges and only the lower part of the upper body was extant with the lower limbs apparently truncated by a possible grave cut [222]. Amongst the finger bones was a proximal phalange with a green

corrosion stain around it which was likely produced by decomposition of a copper alloy ring. Around the lower section of the thoracic vertebrae there were traces of flaked and corroded ferrous metal which may have been part of a coffin *departum* or breast plate. These type of coffin plates were ubiquitous from the mid 18th century into the 19th century (Litten 1991). The burial position was consistent with the rest of the interments.

The brick-lined and stone-capped grave identified within Trench 1 was exposed further along the south branch of Trench 2. Left undisturbed, the grave construction corresponded to a single burial within a single leaf of six courses of red bricks (227) bonded with yellowish lime mortar and capped with large flagstones (217), some of which bore tooled marks suggesting that they have been re-used from former masonry structures. The flagstones were also bonded with mortar and the internal face of the brickwork was lime-washed. Brick-lined graves were generally introduced to burial grounds from the 18th century onwards, to protect them from being dug up in overcrowded churchyards. Brick types, and in particular size, can be used for dating. The type used in the grave was consistent with bricks made after 1803 when a brick tax was levied on larger bricks (after the first tax in 1784), reducing the size to 9" x 4½" x 3" (Cunnington 2002, 147; Iredale and Barrett 2002, 22).

The mortar used as a sub-base for the chock stone, identified in Trench 1, was also further exposed within the western branch of this trench and consisted of hard yellowish mortar with frequent and fairly sorted, small angular limestone rubble, including Ashford black marble. This layer was approximately 1.20 metres long (north/south) and 150mm thick. In width it was approximately 500mm in this trench, although it extended slightly beyond the western edge of the trench.

Excavation along this western branch was at 900mm below ground level when an additional burial was found adjacent to the north side of the brick-lined burial. The burial (231) appeared to be the skeleton of a complete articulated adult in a supine position, although it extended beyond the trench edges and only part of the lower limb bones were exposed. Sex was indeterminate but the presence of wide hips suggests a female. Age is unknown but was likely to have been at least 15 + years old. This burial was well preserved, including patellae in place, and was within a coffin (221) whose vertical timber plank was partially identified although fairly decomposed. Grave fill (223) consisted of dark brownish grey, soft silty clay with frequent small sub-angular, medium, limestone rubble. The burial was found at a height of 142.08 metres AOD.

Towards the north end of the western branch of Trench 2 an additional burial (235) was identified at a height of 142.34 metres AOD. Due to the limited space between the chock stone and the trench edges, this burial was not fully excavated. However, the mandible and part of the rib cage of an articulated adult in a supine position extending beyond the trench edges were noted.

Within the east-facing section 5 of the west branch of Trench 2, a tracery window fragment was identified projecting out at approximately 300mm below the ground level. This architectural fragment may have been part of the former medieval south transept and may have been dropped when the structure was demolished/dismantled and re-erected in the mid 19th century. It was retrieved during trench backfilling and deposited in the local museum.
All articulated burials were assessed in the field and these observations are incorporated in the stratigraphic description above. A total of 722 fragments of disarticulated human bone was also recovered and subjected to a rapid assessment which is available in the Archive Report (Mora-Ottomano 2012a). An assessment of the miscellaneous artefacts is included in the

same report (*ibid.*). The majority of artefacts recovered were very fragmented and date, where ascertainable, predominantly to the post-medieval to early modern periods. This was probably the result of systematic intrusions, such as excavation of grave pits, over a long period of time.

Radiocarbon dating

Introduction

The left radius of burial (232) was sampled and submitted to Beta Analytic Inc. for radiocarbon measurement. Found *in situ* at the base of Trench 2, the burial was within an undisturbed stratigraphic horizon which predated the remaining deposits above it and provided a terminus post quem for the socket stone. Samples were measured by accelerator mass spectrometry (AMS) radiocarbon dating as described by Zondervan and Sparks (1997).

Results

The sample provided suitable material for an accurate measurement. Radiocarbon results are given in Table 1, and quoted in accordance with the international standard known as the Trondheim convention (Stuiver and Kra 1986; Stuiver and Polach 1977).

Laboratory Number	Feature Number	Material & context	Radiocarbon Age (BP)	$\delta^{13}C$ (‰)	Calibrated date range (95% confidence)
Beta – 320051	145	Human bone - humerus	910 ± 30	-19.7	Cal. AD 1030-1210

Table 1: Radiocarbon dating analysis.

Calibration of the results has been calculated using the calibration curve of Reimer *et al.* (2004) and the computer program OxCal v4.1 (Bronk Ramsey 1995; 1998; 2001; in press). The calibrated date ranges cited in the text are for 95% confidence and are quoted in Table 1 in the form recommended by Mook (1986), with end points rounded outwards to 10 years. It is most likely that the sample's date lies between cal. AD 1030 to 1210, placing deposition of the burial within the Norman period, around the 11th to 12th century.

SITE 2: ANALYTICAL EARTHWORK AND GEOPHYSICAL SURVEYS

Introduction

An archaeological earthwork survey followed by a geophysical survey were undertaken in April 2012 in the field immediately to the south-west of the A6020/B6001 Hassop Road Roundabout, near Bakewell (NGR: SK 21707 70660). According to local legend, an old crossroads within the field may have been the site of a free-standing cross, potentially the early medieval high cross shaft presently located in Bakewell churchyard.

The archaeological survey aimed to create a metrically accurate record of earthwork remains within the field and, if possible, establish potential locations where a cross base might have been positioned. In July 2012 this was the subject of a community archaeological excavation. The project also aimed to encourage participation and train local groups in archaeological

investigation and field skills, with particular emphasis on including people who had not previously been involved with archaeology and heritage.

The landscape survey (Mora-Ottomano 2012b) was undertaken to Level 3 standard as defined in *Understanding the Archaeology of Landscapes: A guide to good recording practices* (Ainsworth *et al.* 2007). This involved using a Total Station Theodolite supplemented by detailed site descriptive text with additional photography. The traditional tape-and-offset method to measure points was also used in order to increase opportunities for community involvement.

Geophysical survey (Flintoft 2012) employed a Bartington Grad 601 dual sensor fluxgate gradiometer which can detect weak changes in the Earth's magnetic field caused by buried features; and followed English Heritage and the Institute for Archaeologists standards and guidance (Gaffney *et al.* 2008; IfA 2011).

Results (Fig. 4)

The earthworks comprise three linear features, with banks and lynchets to either side, forming a Y-shape junction towards the eastern side of the field. Preservation is variable although the banks/lynchets are an average of *c.*0.5 metre high with *c.*2.5 to 3 metres in-between, where parallel. The Y-shaped feature corresponds to roads depicted on historic cartographic records dating from as early as the beginning of the 17th century. Indeed, the earliest map depicting the Y-shaped cross road is the 1616 'plat' issued by William Senior, who was commissioned by William Cavendish, later Earl of Devonshire, to survey all of his manorial holdings including field names, acreages and tenants.

The north/south line appears to be the remains of a well-used route in existence at least since the early 17th century (Barnatt 1999/2000) and re-laid in 1759 as part of the turnpike route from Grindleford to Newhaven (Radley and Penny 1972; Barnatt 1999/2000) which appears on Burdett's Map of 1767. At that time it took a route several metres to the west of the present B6001 and formed a dog-leg within the field (Hall and Taylor 2012).

Banks running westwards from the Y junction are part of a roadway which branched off from the Ashford to Longstone road in the north-west, to join the Grindleford to Newhaven Turnpike at this junction within the field (Barnatt 1999/2000). Halfway along the most pronounced bank, there is an oval patch with nettles where deposition of field clearance stones appears to have taken place. This is indicated by the presence of an angular, cherty- limestone boulder and a concrete trough.

Geophysical survey has illustrated probable multiple phases of linear boundaries and track-ways within the confines of the field. Two of the probable track-ways correspond broadly with those known from the 1810 Enclosure Award map, as well as with the extant earthworks surveyed as part of this project.

A boundary gully at right angles from the north-east was also identified. There are at least two reasonably well-defined, roughly rectilinear enclosures west of the probable track-ways, the larger of which appears to have ephemeral internal features, and a high-contrast anomaly possibly indicating industrial activity. Ridge and furrow observed as ephemeral extant remains during the earthwork survey was confirmed by the geophysics results, principally towards the western end of the field.

Fig. 4: Plan of Site 2 with the excavated area (in square) and superimposed over results of the earthwork and geophysical surveys.

SITE 2: EXCAVATION

Introduction

An archaeological excavation was undertaken within the field in July 2012 by professional staff from ARS Ltd with assistance from 91 pupils from Bakewell Methodist Junior School, thirteen pupils from Lady Manner's Comprehensive School, Bakewell, and around 50 volunteers. In addition, several university students participated together with work experience pupils from Lady Manners School, Swanwick Hall School and Bakewell Methodist Junior School. A total of 207 members of the public visited the site and associated environs during scheduled visits led by eight volunteers.

Results (Figs 5 and 6; Plates 3 and 4)

The excavation area measured 25 x 25 metres and was located to target the crossroads identified from the earthwork and geophysical surveys as well as cartographic records. Topsoil (101) was excavated by a mechanical digger in successive level spits under continuous archaeological supervision and the uppermost archaeological horizon was then cleaned using hand tools. Excavation of archaeological features was undertaken as far as was required to characterise them, identify sequences and, where possible, to establish their date. The majority of the upper archaeological horizon consisted predominantly of medium sized cobble stones which appear to form remnants of earlier track-ways and/or roads. Indeed, a possible surface (105) was revealed towards the south-eastern corner of the site, composed mainly of medium, sub-angular, limestone cobbles and a lesser amount of pebbles, although also a few larger angular stones. All of these stones were scattered in an irregular manner and the possible surface was very patchy. The stones overlay a sub-soil layer (102) consisting of medium reddish-brown, hard silty clay, although a section through an area of higher density material identified a possible sub-base (106) with comparable characteristics. This possible surface might have been the remains of a former track-way; however, its limited extent and patchy preservation makes it difficult to ascertain its precise nature.

Immediately north of this possible track-way (105), the remains of a well-preserved road (104) were uncovered in the south-eastern quadrant of the site. An additional road (110) branching off from it was also identified. Road (104) ran north north-west/south south-east although it was truncated approximately half-way along. The metalled surface was composed of sub-angular limestone cobles and pebbles flanked by larger angular kerbstones giving a total width of *c.*3 metres. This surface included traces of former wheel ruts running parallel to the kerbstones. Details were carefully planned using 1 x 1 metre planning frames along the site grid lines.

A section across the metalled surface (104) was excavated establishing a thickness of approximately 200mm overlying a sub-base (107) comparable to the sub-soil. These contexts were within a shallow construction trench [120] with a flat base, which would have provided a regular surface and width.

Around the site's south-western quadrant further stone remains were uncovered beneath the topsoil which appeared to be the foundations of a dry-stone wall (108). It consisted of a series of medium to large sub-angular stones aligned parallel to the truncated road (104) and may have extended towards the site's south-eastern corner, adjoining the aforementioned possible stone surface (105). Excavation within a boxed section established that the wall foundation cut the sub-soil and contained orthostatic outer sides and large basal stones with

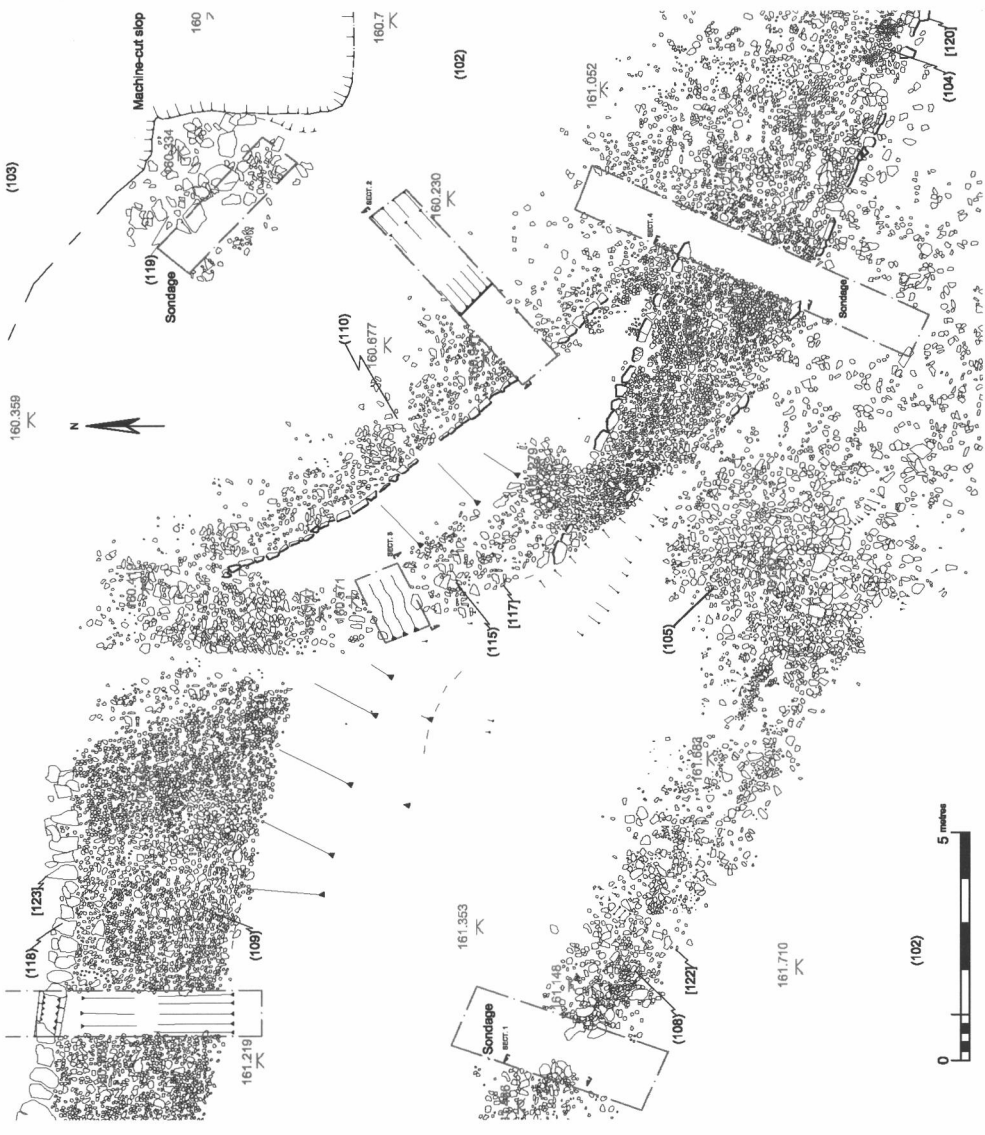

Fig.5: Final plan of excavated area, Site 2.

an internal rubble infill. This type of construction may date between the late 18th and early 19th centuries (e.g. Barnatt and Smith 2004, 86). Based on the observed alignment, the wall possibly served as a boundary for the metalled road (104).

Plate 3: Site 2, general view looking east; roads (104) to the right and (110) to the left.

An additional metalled surface (110) was identified branching off from the main road (104). This surface also appears to be the remnants of a former road aligned NW/SE and curving slightly towards the north. The construction of this metalled surface was comparable to road (104), although only the south-western kerbstones were extant. It was observed that the sub-base (112) of this road, a clayey deposit, overlay an earlier metalled surface (113) built with very compacted and smaller limestone chips.

A section was excavated across this road sequence to establish their relationships and forms of construction. The upper road (110), composed of sub-angular limestone, was laid within a matrix (107) comparable to the sub-soil, which in turn overlay a thin sub-base deposit of clay (112), similar to the natural sub-stratum identified within the north-eastern quadrant of the site. Thickness of the metalled road was approximately 150mm. The clayey sub-base (112) overlay an earlier metalled surface (113) which, although it was only partially identified, was constructed with sub-angular limestone 300mm thick, over a clayey thin sub-base (121). These deposits filled a flat-based ditch/trench [124] which might have originated as a hollow way but was subsequently remodelled as a regular, purposely dug-out trench and with its associated deposits provided a suitable surface of regular width for wagons and carts. Although the date of the original hollow way is unknown, its stratigraphic position indicates that it predated the remaining track-ways and roads and may have originated during early medieval times or even the Roman period.

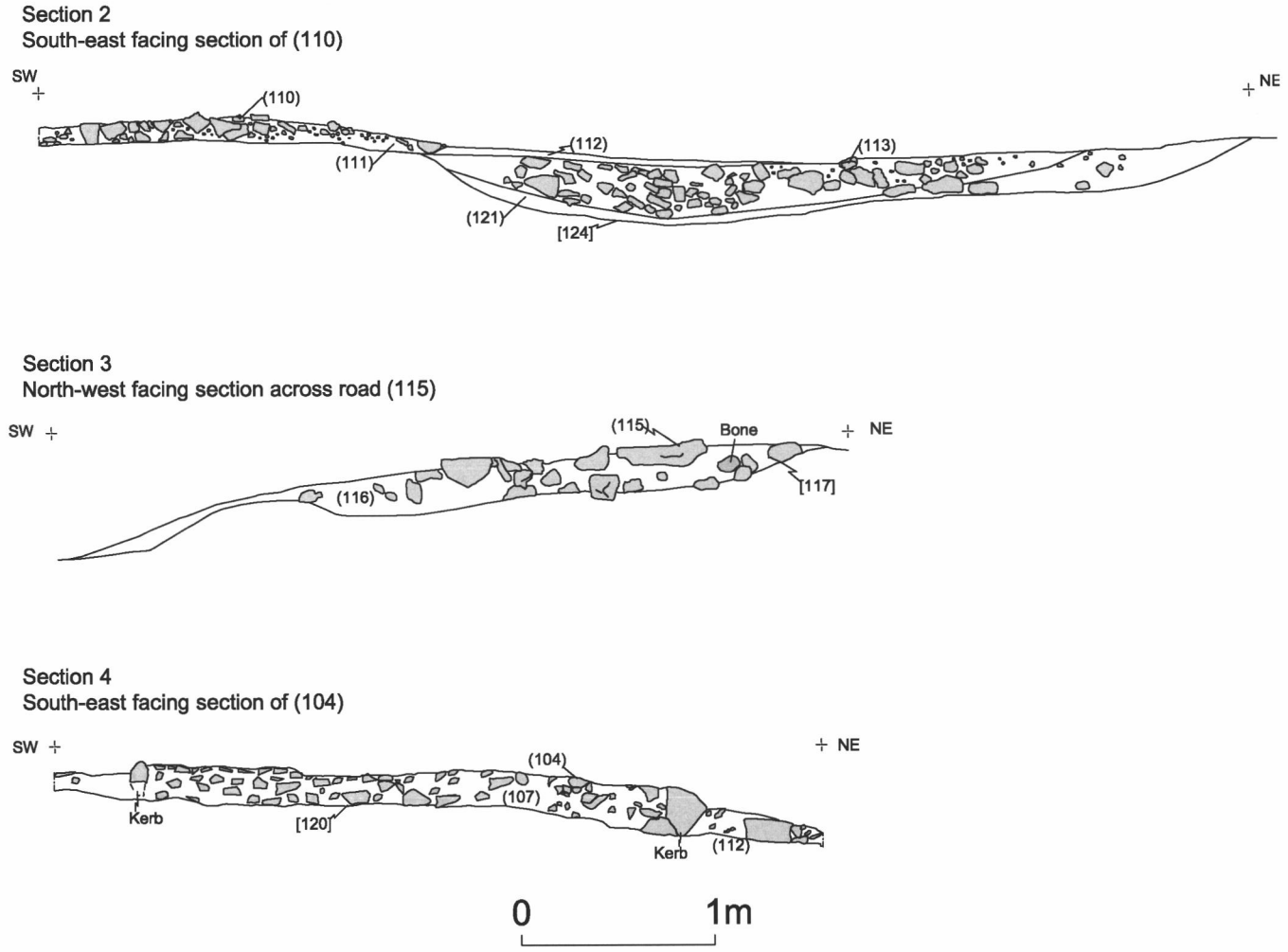

Fig. 6: Sections through road surfaces, Site 2.

An additional single track-way (115) was also present amongst the network of roads, running almost parallel to metalled road (110). This track-way was constructed with medium sub-angular limestone cobbles which were rather worn and flat and laid over a clayey sub-base (116) filling a shallow trench [117]. The trench might have started as a hollow way originally and the surfacing might indicate continued use as an early packhorse way, as is implied by the parallel sides with an overall width of 1.50 metres.

Within the site's north-western quadrant, further masonry structures were uncovered including a drain and another possible road. Excavation around this area was challenging as the ground was lower than in the southern half of the trench and accumulated a large amount of rain water which lay standing throughout most of the excavation. Nevertheless, the volunteers successfully uncovered a large section of a road (109), running east to west towards Ashford, with an associated stone-lined drain (118) along the northern edge. The road's upper surface appeared slightly disturbed and the metalled surface measured approximately 3.50 metres wide. A section through the surface revealed that the stoney layer lay within a clayey matrix/ sub-base (114), which in turn filled a flat-based trench [125] with gentle, concave sides and a maximum depth of 350mm.

The drain along the northern edge of the road was well preserved because it had large capping stones protecting the stone-lined channel. This road appeared to curve slightly towards the intersection of further roads to the east, which would have facilitated the circulation of wheeled vehicles.

Plate 4: Site 2, south-west facing section through feature (119).

Within the north-eastern quadrant a concentration of large angular limestone blocks (119) was identified overlying the sub-soil. Subsequent excavation of a boxed section through its north-west/south-east axis revealed further large limestone blocks in the sub-soil and a high density of smaller limestone towards the south-east. This cluster of small stones resembled some form of masonry foundation, albeit one that was heavily disturbed. Unfortunately the excavation did not succeed in recognising any clear characteristics of this feature therefore its actual purpose remains unknown. However, the disturbed feature is of anthropogenic origin and could represent the remains of a raised platform or mound in which a marker, such as a cross, could have been located. The feature's position is also relevant because any marker sited on the putative platform would have been clearly visible to those approaching the cross-roads from any of the surviving track-ways leading to Bakewell, Rowdale and Hassop.

FINDS ASSESSMENT

Pottery by C.G. Cumberpatch and R.S. Leary

The entire assemblage consisted of 302 fragments of pottery representing a maximum of 315 vessels and weighed 1709 grams. Full assessment by C.G. Cumberpatch and R.S. Leary is available in the Archive Report (Mora-Ottomano 2012c). Although small in size, the pottery assemblage was highly diverse in character and would appear to indicate activity on or close to the site from the Roman period onwards. This having been said, the fact that the major features excavated were road surfaces may imply that at least some of the pottery reached the site as part of material used to create the road surfaces themselves (although the quantity is rather small for this explanation) or, alternatively, may have been used by the builders of the road themselves. The latter explanation has been offered to account for quantities of 18th century pottery found close to the line of the turnpike road leading into Castleton (C. Merrony *pers comm.*; Stafford 2012) and may also be applicable here.

Lithics by Clive Waddington

Introduction

A total of 12 lithics were retrieved from the Hassop Road Roundabout excavation, of which nine were from the topsoil (101) and three from the sub-base of the various historic roads. Pieces from the stratified deposits could potentially be residual from earlier activity on the site or, as is perhaps more likely, could have been imported along with the road sub-base material. Material from the overlying topsoil is considered more likely to have arrived on site as a result of soil accumulation across the site given that it is located on a gentle-medium slope. If this were the case then this lithic material is unlikely to have come from far away, possibly just a few metres or tens of metres from their original position. All finds were located according to the context in which they were found and each find was bagged and given a unique find number. Measurements are given for complete pieces only in accordance with lithic recording conventions (Saville 1980). Although the assemblage is small, those that can be ascribed to a period are all typical of the later Mesolithic.

Chronology
Most of the assemblage sits comfortably in the later Mesolithic lithic tradition (*c.*8400-4000 cal. BC), as evidenced by the concern for blade production, and the occurrence of three scrapers, a microblade that may have been utilized as a microlith, together with four edge-trimmed blades and a flake. Two pieces could potentially be of either Mesolithic or Early Neolithic date but given the continuities of blade forms between the two periods it is not possible to be certain.

Distribution
Lithics were fairly evenly distributed across the site with no obvious pattern observable.

Raw Material
Ten of the 12 pieces recovered by excavation were flint whilst the two others were of local chert, one a high quality dark grey chert. Four flints with areas of cortex surviving on them are evidently flint from secondary geological contexts (i.e. from tills, gravels or recycled from previously chipped pieces that have re-corticated) and none can be definitely ascribed to a primary nodular source. Chert can be found in the immediate vicinity of the site as it occurs naturally in the Carboniferous Limestone upon which the site is located. The nearest sources of secondary flint probably lie in the tills and sand and gravel deposits of the Trent Valley, 35km to the south. Any flint found on the site has, therefore, to have been imported and this indicates that material was being brought to the site over a considerable distance during the Mesolithic. Main colours of the flint are dark grey (5), brown-grey (2), translucent (2) and light brown (1). This range of colours is likely to reflect a variety of different sources, even though there can be much variation in flint colour within a single nodule. Much of the flint was of high purity with very few pieces being speckled.

Flaking and Manufacture
The assemblage displays evidence for use of both hard and soft hammer working, with most of the edge-trimming and retouch being unifacial and, in the case of scrapers [3] and [10], abrupt. The manufacturing tradition for Mesolithic material relies on a blade-based technology, that includes slender blades where possible, but also thicker stubby blades when the raw material dictates. The blades typically have a triangular section and the production and use of microblades is featured within the assemblage.

Types
A range of tool types is present in the assemblage and these are summarised in Table 2 below. Full lithic records, including selected illustrations are included in the Archive Report.

The presence of processing tools, such as various retouched and utilised pieces and the scrapers, indicate a wide range of processing activities, which are usually taken as an indicator of settlement sites (Schofield 1991; 1994). The scrapers might imply that hide working was an important activity. The presence of a microblade, indicates that use and maintenance of hunting weapons may have taken place on the site, suggesting that hunting, and perhaps fishing, might have been important activities in areas around the site.

Type	Unstratified 101	106 Sub-base of road 105	107 Sub-base of road 104	112 Lower sub-base of 104	Total
Flakes	1				1
Blades	1				1
Core	1				1
Edge-trimmed blade	2		1		3
Edge-trimmed flake	1				1
Scrapers	3				3
Microblade		1			1
Utilised blade	1				1
Total	**10**	**1**	**1**		**12**

Table 2: Summary of lithic types by context.

Discussion

Rowdale field (where the excavation near the Hassop Road Roundabout took place) forms a natural low-level communication route east-west between the valleys of the Wye and the Derwent and is likely to have been of strategic interest for groups inhabiting the area from earliest times. The lithic evidence suggests the area close to the current roundabout formed a focus for Mesolithic activity, which included use of locally available and imported lithic raw materials. Little is known in any detail regarding Mesolithic exploitation of this part of the Peak District, however, later Mesolithic material in the assemblage indicates that hunter-gatherer groups were using this part of the landscape sometime in the 8th – 5th millennia cal. BC. The wide range of artefact types for such a small assemblage is notable, with only one each of a core, flake and blade, the rest of the assemblage having been utilized as tools of some sort. This high proportion of tertiary pieces hints at processing activities usually associated with residential sites rather than extraction or butchery sites.

Miscellaneous finds

A small collection of 112 pieces of glass, 87 metal objects, 29 fragments of clay pipe, one whetstone and six pieces of clinker was retrieved from the excavation and an assessment is available in the Archive Report (Mora-Ottomano 2012c). The material was derived from road surfaces, an infilled drain, sub-soil and topsoil and comprises a mixed assemblage of domestic material alongside agricultural artefacts spanning the late 17th century to the modern era. There is little stratified material and the date range is perhaps unsurprising. Furthermore, 248 fragments of animal bones were retrieved, the majority derived from topsoil and including bones of large and small mammals. A full assessment is also in the Archive Report (*ibid.*).

DISCUSSION

In summary, excavation at Site 1 comprised two slit trenches around part of the socket stone (Trench 1) in which the cross shaft is mounted, and along the railings (Trench 2). Trench 1, excavated to a maximum depth of one metre, revealed the base of the socket stone with

archaeological features and deposits below the stone, including a foundation wall orientated east to west. Remains of a burial were identified beneath the foundation wall. Excavation also exposed the extent of the socket stone's current angle of tilt, possibly caused by earth movement resulting from burial decomposition beneath the stone. A probable 19th century brick-lined grave was found abutting the socket stone.

Trench 2 contained a further section of the east/west foundation wall slightly below, and truncated by, the socket stone. Approximately one metre below ground level a series of well-preserved inhumations was found. One burial beneath the east/west foundation wall was of an adult female, apparently carrying a neonate child, suggesting that both had died in childbirth and were buried together. The adult's skeletal remains were sampled for radiocarbon dating and yielded a date of cal. AD 1030 – 1210 (95% confidence). Towards the north end of Trench 2's eastern branch was another burial; a possible adult male with traces of flaked, corroded metal around the chest area, probably part of a coffin plate of post-medieval date.

A medieval date for the inhumation provides a *terminus post quem* for the wall foundation, which in turn underlies the cross base. Even in the unlikely event of these three events having occurred in rapid succession, this is proof that the cross shaft is not in its original position.

Excavation, therefore, has ascertained a comprehensive chronological sequence ranging from the 11th to early 20th century and established that the socket stone for the high cross is not in its original location and is likely to have been re-erected in the post-medieval period.

Site 2 was investigated to try to find evidence for the original location of the high cross. Excavation at the junction of several ancient roads and track-ways, near Hassop Road Roundabout, revealed more than was expected.

Flint tools of Late Mesolithic date represent significant information for occupation of the Peak District by prehistoric hunter-gatherers. Other sites known locally include Lismore Fields near Buxton, and Fin Cop hillfort in the Ashford area (Hart 1984, 32; Waddington 2010).

Romano-British pottery in this part of the Peak District is of particular significance as here Roman evidence is rare. The Roman army probably first entered the Peak District shortly before Agricola's push north into Brigantian territory in the late AD 70s. Forts at Navio (Brough on Noe) in the Hope valley and Ardotalia (Melandra -Glossop) attest to Roman presence in the area, but permanent occupation did not take place until the AD 80s (Barnatt and Smith 2004, 46 – 48). A possible third fort at Buxton has been assumed on the basis of the military road network but no evidence has been found (*ibid.* 48), and a possible fort in the Bakewell area has been speculated but not confirmed.

Identified Peak District, Romano-British rural settlements comprise nucleated hamlets or farmsteads with several circular or rectangular buildings, together with associated yards, garden plots and lanes. Surrounding these are fields defined by banks. Hart's (1981) survey identified 38 Romano-British settlements in the White Peak and Bevan's (2005) survey increased that number. Generally they are small and widely dispersed but favoured areas were the Dove and Wye valleys and the Brassington area (Dool 1976: 100; Bevan 2005). Local examples include Chee Tor near Blackwell, in the Wye Valley, and North Lees near Hathersage (*ibid.* 50 – 51; Bevan 2005). Lead ores within the limestone may have been a critical factor in settlement location but agricultural potential will also have played a significant part (Barnatt and Smith 2004, 52).

Settlement location might have also been influenced by valley systems as barge use became well established as a form of river transport during the Roman period (Lane 1986, 64). In

Derbyshire, the rivers Trent, Derwent and Idle would have been suitable (*ibid.* 57 – 61) and tributaries such as the Wye, which joins the Derwent at Rowsley, would have been navigable in parts. The River Wye was possibly navigable up to around Bakewell and through Haddon Hall grounds where an inscribed Roman altar was dug up in the 17th century (Lane 1986, 40).

Although small, the pottery assemblage from the excavation at Hassop Road Roundabout includes two mortaria, specialised food preparation vessels; a Derbyshire ware jar, suitable for storage; a Grey ware jar, perhaps for cooking; and a Nene Valley ware serving dish or bowl. Their chronology is late third and fourth century and the wares indicate trade with at least three different kiln sources in the Midlands; Mancetter-Hartshill near Coventry, sites near Belper and near Peterborough. The assemblage is diverse in character and appears to indicate activity on or close to the excavation site in the Roman period. Geophysical survey had identified at least two well defined, roughly rectilinear enclosures to the west of the excavated track-ways (Fig. 4; Flintoft 2012). The larger enclosure contains internal features and a high contrast anomaly, possibly indicating industrial activity (*ibid.*). Enclosures of this form can date from later prehistory through to the Middle Ages but here the presence of Roman pottery in close proximity suggests a possible Romano-British origin.

The road remnants uncovered during the excavation at Site 2 also appear on maps dating from the early 17th century onwards. These remnants most likely derive from the post-medieval period onwards, although the hollow ways and packhorse road could have much earlier origins, perhaps even as early as Roman times. Indeed, the majority of the network of highways and byways in existence before the motor car revolutionised transport was largely complete by the end of the Middle Ages (Hey 1979) and this could account for the presence of medieval pottery sherds found on the site. It is also possible that the road might have had even earlier origins, given the presence of Roman ceramics, and if this was the case then use as a route-way through Rowdale in Anglo-Saxon times can also be postulated.

Remnants of the Y-shaped junction consisted of metalled surfaces flanked by large kerbstones and a series of wheel ruts, aligned parallel with the kerbstones, was discernible on the road surface running towards Ashford. Earlier construction phases were identifiable as roads were often re-laid and repaired well into the 19th century. The earliest phase appears to have been a packhorse way. Further construction phases included hollow ways dug out in order to provide a regular surface and a standard width for wagons and carts for transporting valuable goods. Subsequently these were improved with later and often wider re-surfacing.

Despite the survival of evidence for ancient roads, no clear evidence for the location of a cross shaft was recognised. However, the possible structure composed of large stones over smaller limestone rubble, identified adjacent to the road junction, is a serious contender. It is unfortunate that, on this occasion, a lack of time forestalled full investigation.

ARCHIVE

The archive resulting from this work has been deposited with Bakewell Old House Museum, and archive reports are available in digital format from the Archaeological Research Services Ltd website and in due course from the Archaeology Data Service through the OASIS website: www.oasis.ac.uk.

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