



INDEX DATA	RPS INFORMATION
Scheme Title Culvert A41 Access.	Details Archaeological Survey.
Road Number A41	Date
Contractor Oxford Archaeological Unit	
County Buckinghamshire.	
OS Reference SP 71.	
Single sided <input checked="" type="checkbox"/>	
Double sided	
A3 Q	
Colour 0	

THE CALVERT A41 ACCESS, BUCKINGHAMSHIRE, AN ARCHAEOLOGICAL SURVEY

Introduction

Documentary and surface survey was carried out by the Oxford Archaeological Unit in advance of the construction of an access road for a landfill site at Calvert. The work was commissioned by Shanks and McEwan (Southern) Ltd. The road runs from the A41, adjacent to the former Akeman Street station in Wotton Underwood parish, to Calvert. It is intended to be a temporary feature. Construction would for the most part involve relatively superficial ground disturbance, hence archaeological concern was mainly with surface features which might be impacted by the construction process. It was already envisaged that limited lengths of the route might be constructed entirely above ground (on a geotextile) in archaeologically sensitive areas. Most of the sites of potential archaeological interest on and near the route lay in the parish of Quainton, but surface survival was shown to be poor, except in the vicinity of what was thought to be a possible mill pond (the Pond Bay), the earthworks of which were surveyed. It is recommended that the road be routed to avoid this site.

Methodology

The Buckinghamshire Sites and Monuments Record (SMR) was consulted for the basic record of archaeological sites along and in the vicinity of the proposed route. In the course of this work all the available aerial photographs were also examined. These provided much the best information on the extent of medieval fields as evidenced by ridge and furrow. Early maps and appropriate references such as county histories were also checked for background information.

Once this information had been collated the fieldwork phase of the project took the form of a walk-over survey of the entire length of the route where there was potential for the disturbance of archaeological features by the proposed road. This was accompanied by a detailed survey of the earthworks of the Pond Bay, in conjunction with the excavation of a number of small test pits. These were intended to locate deposits which might throw light on the possible location of a mill associated with the pond, but the evidence was entirely negative.

Archaeological background (Fig. 1)

The southern and central parts of the route of the projected road run through a medieval and post-medieval landscape of considerable interest. The relatively high degree of survival of this landscape, at least until quite recently, means that there is very little evidence for the archaeology of earlier periods in the area as a whole, and no pre-medieval sites are known in the immediate vicinity of the new road.

The starting point for the southern end of the new road, the A41, is the Roman Akeman Street, the main road from Verulamium to Cirencester. At this point the Roman road (Bucks PRN 1050) probably lies close to or directly beneath the existing main road. The nearest major Roman settlement along Akeman Street (and indeed the only significant, known Roman settlement in the area), is at Grendon Underwood, over 1 km to the W (PRN 0572, see also Smith 1987, 235)

South of Akeman Street two pottery scatters, a very sparse scatter of Roman material (PRN 2387, between SP 70511768 and 70881794) and an extensive scatter of medieval and post-medieval material with a single Roman sherd (PRN 2530, between SP 70101749 and 70281770) were noted in fieldwalking along the line of the Southern Feeder gas pipeline. To the N of Akeman Street (and some 450 m E of the proposed road line) a probable settlement site, principally of Iron Age date, was also located in the course of work on the Southern Feeder (PRN 4013, centred c SP 71151825; Farley, Shackley and Cundill 1984). This took the form of a deposit extending for more than 40 m along the line of the trench and containing middle Iron Age and perhaps also late Iron Age pottery.

From The A41 the new road runs roughly N on an irregular course to the E of the railway line (this is still occasionally in use, terminating N of Akeman Street at the group of industrial premises now known collectively as Woodham Industry). Near North Farm, Quainton, it crosses the railway and runs in a northwesterly direction as far as Hewin's Wood, at which point it turns sharply to the NE.

Between the A41 and North Farm the road initially follows part of an existing access, cutting a corner through field 8344 in which ridge and furrow can be seen from aerial photographs, and then runs close to the railway line through more ridge and furrow fields. W of Binwell Farm the route cuts the line of a probable medieval and post-medieval road or trackway, Binwell Lane (PRN 2185) which approaches Binwell Farm from the SE through Waddesdon and Westcott parishes and continues to the WNW. This may be the 'ancient public bridle road' referred to in an award of 1766 (VCH 1927, 108) and known as the London Road. Its probable line in the vicinity of Binwell Farm is followed for some distance by the boundary between Woodham and Quainton parishes. This road presumably ran WNW at least as far as Oving Hill Farm, but the SMR map shows no continuation W of the railway line.

North of the parish boundary the new road runs close to the line of a stream/drain, in part through woodland. These factors make the exact extent of ridge and furrow in this area uncertain at present, but it is probable that it originally extended overall. The only evidence is from the aerial photographs. Between the woodland and North Farm there is little evidence for ridge and furrow, except in the field immediately S and E of the farm, in which ridge and furrow can be seen on both sides of a NE-SW track defined by ditches. There is no sign on the aerial photographs of any continuation of the track or the ridge and furrow to the SW towards the line of the proposed road, but a projection of the line of the track would take it to the existing N-S road between North Farm and Knapps Hook Farm (to the SW) at about the point where this will be crossed by the new road.

NW of North Farm the new road crosses the railway and runs close to the S bank of the River Ray. At this point the projected line of the road passes (alternative routes have been proposed here) either through or immediately to the S of the site of a triangular pond formed by a substantial N-S earthwork dam across the River Ray (PRN 0089). (This site is noted as 'Pond Bay' on the OS map and is referred to as such here). The pond is defined on its N side by a shallow bank, outside which is a narrow channel, presumably to carry overflow. It is presumably the latter feature which gives the name to the field, Sluice Field. This pond is plausibly identified with a triangular one named Nor Lye Pond which is shown on a map of 1680 at Diddershall House, reproduced after p 410 in Lipscomb's Antiquities of Buckingham (Lipscomb 1847). Less certain is the association of the pond with the mill of Shipton Lee (a manor of Quainton) referred to in a document of 1291, at which time the mill was held by Thame Abbey (VCH 1927, 96). There is no particular indication of a mill structure related to the pond, and on the OS record card the site is described as an embanked fishpond (for further discussion see below).

Beyond the Pond Bay area the projected route runs N to cross the Edgcott to Quainton road and then runs parallel to the latter along the SW side of Hewin's Wood. Beyond the SW corner of the wood it turns sharply to the NE. From this point onwards the new route follows a substantial existing cut for a drain and access and thus does not impact afresh on known archaeology. Indeed there is little evidence for any sites in the vicinity of the northern part of the route. Slight traces of ploughed out ridge and furrow appear on aerial photographs of the fields immediately NW of Hewin's Wood but nothing else is discernible. These traces would have been largely removed by the excavation of the drain and associated earthmoving operations.

The walk-over survey

The results of this survey were very disappointing. The entire length of the route where there was potential for the disturbance of archaeological features by the proposed road was walked. Conditions were generally good, in that pasture fields were not too overgrown, and many fields had very recently

been mown for hay/silage so that any surface features would have been readily visible. However, even in those parts of the route where the aerial photographic evidence indicated the presence of extensive ridge and furrow there was no trace of this on the ground. Most of the aerial photographs consulted were RAF verticals taken in May 1947. Clearly since that time most of the relevant fields have been ploughed sufficiently frequently to remove all surface traces of ridge and furrow. Comparison of the RAF photographs with those taken c 1976 in advance of the construction of the Southern Feeder and the nearby Aylesbury Compressor Station suggests that at least some of the ridge and furrow which appears on the later photographs does so in the form of soilmarks rather than as earthworks. This is particularly true of ridge and furrow occurring in the NW part of the route, to the N and NW of the Pond Bay area.

The following detailed account treats the potentially affected fields from S (the A41 end) to N. The route is divided up by OS land parcels.

8344. Arable, currently with a barley crop. Slight traces of NW-SE aligned ridge and furrow appear in the SW corner of this field on the aerial photographs. There are now no surface indications of this, which was probably already largely ploughed out by the time the photographs were taken in 1976.

A length of route along existing roads.

7700. Pasture. Ridge and furrow aligned roughly WNW-ESE is evident on aerial photographs. There are now no surface traces of this.

8300. Pasture as 7700 (with sheep). Aerial photographs show NNE-SSW aligned ridge and furrow. Again there are no surface traces.

0686. Pasture as 7700 (with sheep). The boundary between this field and 8300 (now removed) is approximately on the line of the parish boundary between Wotton Underwood and Quainton, a line which follows that of the former 'London Road' (see above). The line of this road is still evident on the ground, and was the only potentially medieval feature visible in this part of the route. At the point where it will be crossed by the proposed road the 'London Road' forms a very shallow hollow, some 12 m wide and at most c 0.20 m deep. It is distinguished rather by changes in vegetation than by the hollow itself, being characterised by a marked concentration of nettles (and, to a lesser extent, thistles) and rather denser grass than that surrounding, and by an equally marked diminution in the number of buttercups, which are extremely common in the meadows to N and S. Apart from this feature there is no sign of the WNW-ESE aligned ridge and furrow which appears on the aerial photographs over all but the extreme northern end of the field.

0167. Knapp's Hook Wood. Damp, unmanaged woodland, quite densely overgrown. There are few places within the wood where surface features would have been clearly visible. Certainly no substantial features survive, and as far as could be seen there were no traces of ridge and furrow.

4200. Rough, damp pasture in the SW corner where it is marginally affected by the proposed road. There are no traces of the WNW-ESE aligned ridge and furrow which aerial photographs indicate was formerly visible in the SW part of this field.

0187. A small copse only marginally affected by the proposed road. Its condition is as Knapp's Hook Wood and no features were evident.

0005. Recently mown for hay/silage. Aerial photographs indicate ridge and furrow in the southern part of this field, but there was no sign of this whatsoever.

0529. Rough grass at the N end, but from S of the pond on the E side of the field it had been recently mown. There were no surface features.

0959. Recently mown for hay/silage. Dead flat.

1583. At the rear (W) of North Cottage is a small paddock. There are no evident surface features.

1600. Meadow (with horses) very similar to 1583 above. There was no evidence of ridge and furrow or other features.

0006. Set-aside, covered with long grass, thistles etc. A strip had been mown through this field parallel to the River Ray and thus close to the line of the projected road. No surface features were seen.

5200. Set-aside. Long grass but mostly recently mown, so visibility was good. There were no obvious features defining the S edge of the Pond Bay, which lies immediately to the N. The field has a gradual, natural slope up from N to S, and the only possible break of slope occurs at the N edge of the field close to the line of the hedge on the S side of the River Ray.

3527. Sluice Field. The easterly part of this field, lying N of the River Ray, is occupied by the Pond Bay (for which see below). The whole of the field to the N of the river consists of rough pasture with many bushes. The part of the field S of the river lies entirely W of the dam defining the pond at its W end and is a grassy meadow, quite recently mown (for hay?). This part of the field slopes up from N to S as in 5200, but is less regular than that field. There is a natural rise to the W of the S end of the dam. Between this feature and the dam itself is a small hollow. This may be the remains of a pit from which clay was dug for the construction of the dam. West and NW of the dam there are no earthwork features apart from those immediately associated with its NW corner which are dealt with as part of the main survey.

2342. Lee Wood. The proposed road passes through the extreme NE corner of the wood. The outline of this end of the wood has changed since the Second World War, presumably when the existing poplars were planted (about 40 years ago). There are no archaeological features.

5550. Recently mown for hay. There are no surface traces of ridge and furrow or any other features.

2270. Rough pasture around margins, otherwise extensively disturbed inter alia by the drainage cutting which will be utilised for the northern end of the proposed road line. No features are visible in the small areas which remain undisturbed.

The proposed road line was not examined beyond this point.

Earthwork Survey (Fig. 2)

The Pond Bay was specified as requiring a fairly detailed earthwork survey. This was necessary to improve understanding of the extent, morphology and function of the site because one of the projected routes of the new road was sited to pass through the centre of it. The survey, combined with background information and with evidence from the test pits (see below), provides the basis for suggestions about the precise route and approaches to the treatment of the earthworks in the event of the road construction affecting them directly (see Recommendations below).

The survey was carried out over two days using an EDM to plot important points and elevations. The work was hampered by the overgrown nature of parts of the site. Dense vegetation on the southern part of the dam was problematical, but more so was the presence of bushes along large parts of the line of the bank and channel on the N side of the site. This necessitated the use of a number of different survey stations, and in some places the bank and channel were quite inaccessible.

The plan of the earthworks is presented in Fig. 2. The principal features are the N-S aligned dam at the W end of the complex and the channel which runs along the N edge of the pond. The dam is described first, then the channel.

The dam is situated to take advantage of the natural contours of the valley of the River Ray. The N side of the valley is steeper than the S, which only rises gently. The S end of the dam is quite wide and shallow. To the W of the S end a noticeable hollow (Z on plan) probably represents a pit from which clay was excavated for the dam. E of the S end of the dam is a large pond which is currently in use for fishing on an organised basis. The appearance of the pond has consequently been altered in recent times to accommodate this use.

The dam is cut (at point Y on Fig. 2) by the present course of the River Ray. A little to the N of this point is a further cut (point X on Fig. 2) where a breach has been made in recent times with a tractor. Small mounds of earth at each end of the breach and on both N and S sides represent surplus earth derived from this operation. The sides of the breach are steep and are not yet covered in vegetation. N of the breach the dam turns through a rounded right angle to the E. On the outside of this corner is another, small pond of irregular shape. Its origin clearly postdates the use of the dam and may be of relatively recent date. The pond also encroaches in part on the line of the channel to the N.

To the E of the small pond is a substantial opening in the N arm of the dam (point V on Fig. 2). This cannot have been the original end of the dam because in its present form it would have provided a direct inlet into the pond from the channel. It is assumed that the opening must have been made after the Pond Bay went out of use, though it appears to be of some antiquity. The extent to which the dam continued to the E is unclear. Within a distance some 20-30 m E of the gap the natural contour of the valley was adequate to contain water and the dam structure certainly did not extend further E than this point. It is possible that the dam originally terminated close to point V. In the process of creating the gap it would have been easier to remove the end of the dam itself than to cut through the natural ground.

The channel along the N side of the Pond Bay initially runs W-E from the NW corner before turning to the SE. It can be traced for a distance of about 340 m E of the NW corner of the dam. It may originally have extended even further E, but there are gates in the field both N and S of the end of the channel as it appears at present and traces of the channel may have been obliterated at this point in the interests of providing a usable access.

At its SE end the N side of the channel is cut into the natural slope of the valley. Its S side is formed by a well-defined artificial bank. This bank can be traced for a distance of some 150 m from its SE end, becoming less well-defined towards the NW. Beyond the NW end of the bank as far as point V the channel is cut entirely from the natural slope of the valley. Although the spoil from this cut was presumably dumped on the downslope side of the channel this cannot now be distinguished. The original course of the channel is well-defined as far as the NW corner of the dam. Beyond this point, however, the evidence is slight and unclear. There is a suggestion that the channel may have taken a southwesterly course up to point W, where the possible channel is very shallow indeed. Beyond this point, however, there are no clear traces and the ground is additionally obscured by bushes. The channel may simply have disgorged southwards along the W face of the dam towards the present course of the river. A faint hollow here would be consistent with this, but again the evidence is slight. There is little to choose between the alternatives.

The S side of the Pond Bay is not defined by any identifiable earthwork. The natural contour of S side of the valley must have served. There may have been a very slight break of slope immediately to the S of the present course of the River Ray, but this lay too close to the N edge of the field for it to be certain if this was an archaeological feature or was formed by relatively recent agricultural activity.

Trial Excavations

Eight small test pits, on average about 0.80 m square and at most 0.90 m deep, were excavated by hand to the W of the Pond Bay dam, four on each side of the River Ray (for precise locations, see earthwork survey plan). These were intended to shed light on the suggestion that the Pond Bay was

a mill pond. There were no clear surface indications of the likely location of any possible mill structure. The trial holes were therefore sited on the basis that there were two possible locations for such a mill; one on the N side of the river and immediately W of the dam, utilising a water supply coming from the NW corner of the pond, the other on the S side of the valley using a water supply either from the same source or possibly one on a similar line to that of the present river (a third possibility, that a mill could have been sited on the N side of the valley, was not investigated because of the dense ground cover here). The evidence was not entirely conclusive, but the balance of probability is very strongly against a mill structure ever having stood in either location.

Holes 1-4.

These were situated on the S side of the River Ray, hole 4 being close to the river and the dam, holes 2 and 1 moving W away from the dam along the line of the river and hole 3 further up the slope of the valley side. The same sequence of deposits was encountered in all four holes. Modern topsoil and ploughsoil, a dark greyish brown clay loam, ranged from 0.21-0.28 m in depth. It overlaid a lighter brown, slightly sandy clay which varied from c 0.09-0.22 m in depth, being shallow in holes 2 and 4 and deeper in holes 1 and 3. This layer is interpreted as a possible earlier ploughsoil. It overlaid a similar deposit incorporating patches of sticky grey brown clay, probably derived from the underlying subsoil and perhaps therefore representing disturbance of that subsoil during the earlier ploughing phase. This layer was 0.09-0.12 m deep in holes 1 and 2, but was not removed in holes 3 and 4. The subsoil revealed in holes 1 and 2 was a mottled reddish brown clay with patches of sticky grey clay. The top of this deposit was at a depth of c 0.58 m in hole 1, but only 0.40 m in hole 2. There were no finds of any date from any of these holes.

Holes 5-8.

These lay on the N side of the River Ray just to the W of the dam. A dip immediately W of the dam represented either the course of the overflow channel round the N side, or the location of a pit for clay for the dam itself, or more likely both. Just W of this was a slight rise which could have formed a small platform for a structure. This was investigated. It is quite possible, however, that where this feature is closely adjacent to the river it has been raised by dumping material dredged from the river in the course of fairly regular recent cleaning. Holes 5-7 were dug running N from the river parallel to the dam face. Hole 8 was dug a little further to the W to help define the western extent of a rubble spread located in holes 5 and 6.

In holes 5, 6 and 8 the modern turf and dark brown clay loam topsoil was only 0.04-0.09 m thick, directly overlying a deposit of mid to dark brown clay with large quantities of brick rubble and occasional stone fragments. This varied in thickness from 0.43 m in the SW corner of hole 5 to 0.07 m in hole 8 and was largely absent in hole 7, where the clean clay only produced two fragments of brick and a lump of slag. Beneath these deposits a dark grey, sticky clay ranging from 0.15-0.35 m in thickness was found in all the holes. The presence of snail shells in this deposit suggests an alluvial origin. Beneath this a similar layer, also with snail shells but light brown in colour, was up to a maximum of c 0.40 m deep and overlaid the same clay subsoil seen in holes 1-4. The top of the subsoil was thus between 0.78-0.88 m below the modern ground surface.

There were no finds of any kind apart from the rubble deposits and the slag fragment mentioned above. Samples of the bricks (since discarded) which were examined from this layer were in a fine but poorly wedged fabric with sparse-moderate rounded ferruginous sandstone and occasional fossil shell inclusions. They were handmade, so were not of modern date, but the complete absence of domestic debris, the homogeneity of the deposit and its proximity to the modern ground surface all suggest that the rubble layer represents relatively recent dumping to provide a firm surface in the vicinity of the dam.

Discussion and Conclusions

Although the area around the proposed road line was initially identified as having high potential for the survival of medieval earthworks this did not turn out to be the case. The exception to this is the area of the Pond Bay, where earthwork survival is of high quality. Of lesser importance is the survival of the former 'London road' as a minimal earthwork. There is no evidence for sites of any date before the medieval period. This is not to say that such sites did not exist, since the construction of the Southern Feeder gas pipeline has shown that deposits in this area may be quite deeply buried (see above). However, there are no particularly obvious locations (eg on the basis of landforms or soil types) where the presence of earlier sites can be predicted. The relatively superficial road construction should mean that damage to such sites is minimal.

It is necessary to consider the Pond Bay in a little more detail. This feature almost certainly appears on the Doddershall estate map of c 1580, but thereafter is lost to record until located in 1972. Since that date the site has been instated on Ordnance Survey maps of the area, but it does not appear hitherto. The feature may have been a fishpond (though its form is not particularly typical) since the evidence for regarding it as a mill pond can be shown to be unsatisfactory on a number of counts. It rests initially on the supposition that the mill at Shipton Lee located in a field known as Fidler's Field and mentioned in a document of 1291 (see above) is to be located at the present site. There is no warrant for this. Shipton Lee lies c 2.5 km E of the present site, and Fidler's Field is still a well known field name there. Earthworks on the S side of the River Ray adjacent to Finemere Wood and only 500 m NW of Middle Farm, Shipton Lee, may well mark the site of the medieval mill. The evidence of the Doddershall estate map, the original of which was examined (by kind permission of the owner of Doddershall Park, Mr Prideaux) shows that a) the course of the River Ray to the W of the pond was an irregular one from its NW corner, which is consistent with the evidence on the ground but does not suggest a well defined mill stream; b) that there was no mill in existence on the site at the time the map was drawn (or it would surely have been shown); and c) that woodland approached right up to the W side of the stream as it flowed across the face of the dam, which would have left very little room for a mill structure. The last point cannot be pressed too far since it presupposes that the situation depicted in 1580 was the same as that prevailing in the medieval period, and that the fine detail of the map can always be taken at face value (which it cannot). Nonetheless the evidence is suggestive. Finally, the excavation of the test holes suggests that while dumping of building debris has taken place just W of the dam, this may have been a fairly recent event, and the material recovered from the holes certainly does not suggest any sort of domestic activity on or near the site.

The argument is not completely conclusive either way, however, since the form of the earthworks is not the usual one for fishponds in this area. It is possible that the pond relates to a mill which does not appear in documentary references and was completely out of use by 1580. On present evidence the view that the site is not that of a mill is preferred, but this possibility cannot be completely ruled out, though it is clear that if a mill site is in question it is not that referred to in the document of 1291.

It remains to review (briefly) the project methodology. No significant changes would have been made to this, even with the benefit of hindsight. The location of pre-medieval sites along the route of the proposed road would only have been possible (if at all) either by field walking after ploughing at an appropriate time of year (not an option in this case) or by random trial trenching. The type of road construction proposed and the level of background evidence available would have made such testing hard to justify. The question of the existence/non-existence of a mill at the Pond Bay, and its possible location, remains an open one. This would require very extensive test pit or trial trench excavation, possibly in combination with geophysical prospecting, to resolve conclusively. Again it is difficult to see how this could have been justified given the available level of background information. The work described above, while not as extensive as would ideally have been liked, has at least excluded the most obvious locations from the list of possible mill locations. The best remaining possibility, on the N side of the valley W of the dam, might repay fieldwork at a time of year when the ground cover is less of a hindrance.

Recommendations

The majority of the proposed road line will not impact on known archaeological features of any significance. There are two potentially sensitive areas, one of minor and one of major importance.

The 'London Road' (at c SP 70771921).

This slight feature can be protected by the construction of the road at modern ground level, with road material based on a geotextile. The geotextile and surface built length of the road should extend at least 2-3 m each side of the medieval feature in order to protect the edges of the hollow.

The Pond Bay (centred c SP 705213).

The earthworks forming this pond are generally in good condition. If at all possible, damage to the monument should be avoided, and it is desirable that this should be done by routing the proposed road away from the earthworks. This would include keeping the road as far away as possible from the W face of the dam, for two reasons; firstly to maintain the integrity of the monument in its landscape and secondly to avoid impacting on the location of a possible mill building which, despite the findings above, might still be found in the area W of the dam. This is, however, a lesser priority than avoiding the direct impact of road on earthworks.

If the road were to pass through the Pond Bay it would have to be constructed at ground level on a geotextile. Nevertheless, it is difficult to see how the road could be successfully carried through the bottom of the Pond Bay and out of its NW corner without causing damage to the earthworks. This is because the profiles of the banks in the NW corner of the pond are quite steep (any route which passes across the main W dam is quite out of the question, for the same reason). The problem is not particularly helped by the steepness of the N side of the valley immediately beyond the earthworks. Consideration needs to be given not only to the process of putting the roadway in place, but also to its removal at the end of its useful life. For this reason the original proposal, whereby the road was routed through the extreme NW corner, is not desirable since in the process of removal of dumped material from this point it is almost certain that damage would be caused to the earthworks. Moreover, this route would require road material to be dumped on both sides of the dam, the crest of which would be an exposed point and likely to suffer degradation. The visual impact of this route upon the monument would be particularly unfortunate.

A better, but by no means ideal, option would be to utilise the gap in the N side of the dam/bank, probably of relatively recent date, which occurs some 30 m E of the NW corner of the dam. For this route to be effective would involve dumping of road material (over geotextile) within the existing gap and up its sides, and within the channel to the N of it. One advantage of this scheme is that the N side of the channel at this point is cut out of the natural slope of the valley, so the infill would be placed against solid ground rather than a principally artificial earthwork. Engineering problems, in terms of gradients and turning circles, may be encountered with this suggestion, however. Nevertheless, from an archaeological point of view, this solution is preferable to the route which passes through the extreme NW corner of the dam.

Summary of Principal Recommendations

1. The shallow hollow way of Binwell Lane (the 'London road') should be protected by above ground construction of the road on a geotextile at this point.
2. The proposed road should be routed to avoid the Pond Bay, passing to the S and as far to the W of the dam as possible.
3. If the route has to pass through the area of the Pond Bay it should avoid the W side and the

extreme NW corner of the earthworks, where its impact, both visually and physically upon the monument, is likely to be particularly severe.

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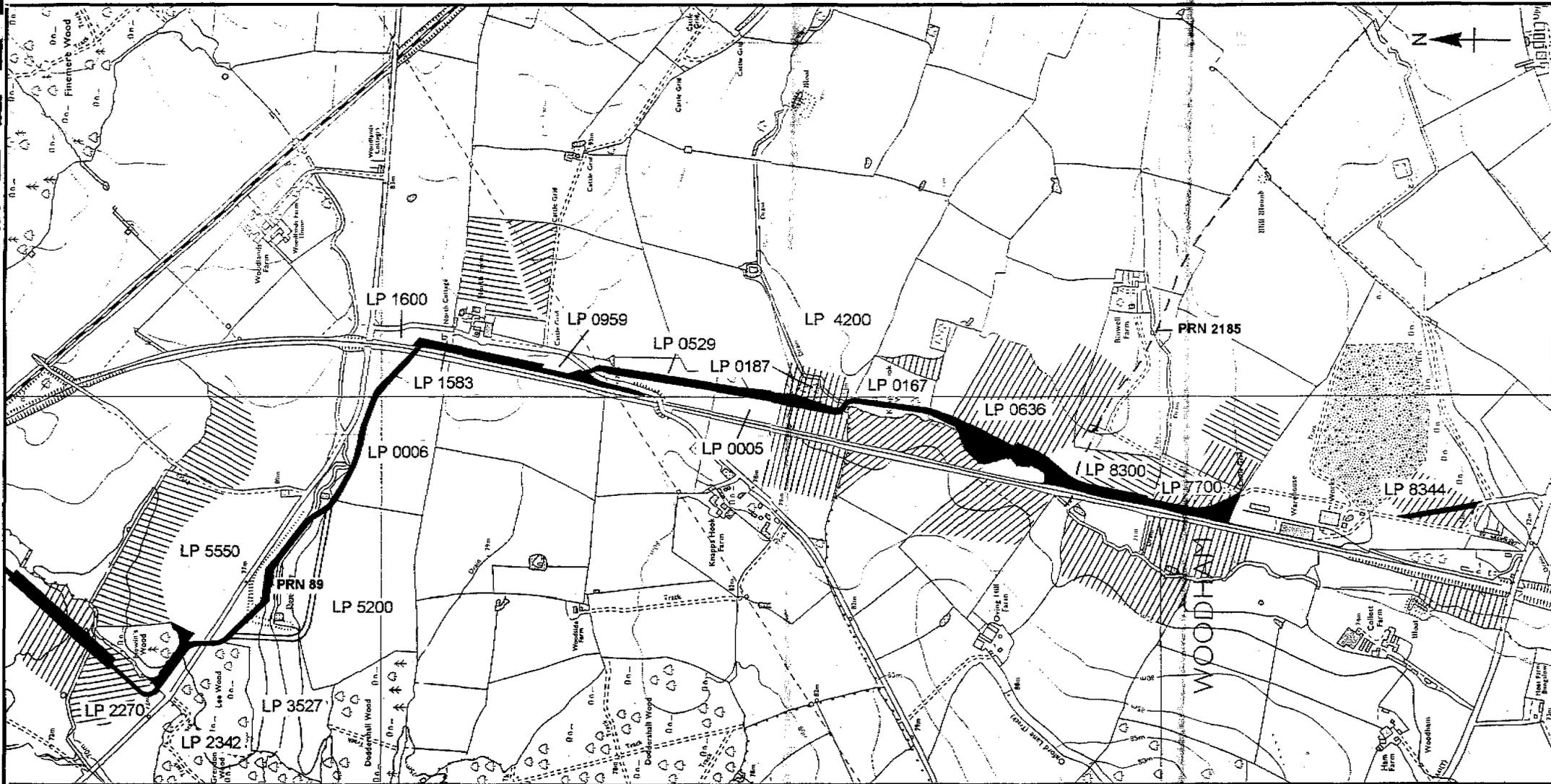
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QUANTON (CALVERT A41 ACCESS)



 Route(s) of proposed road

PRN 2185 Bucks Sites and Monuments Record numbers

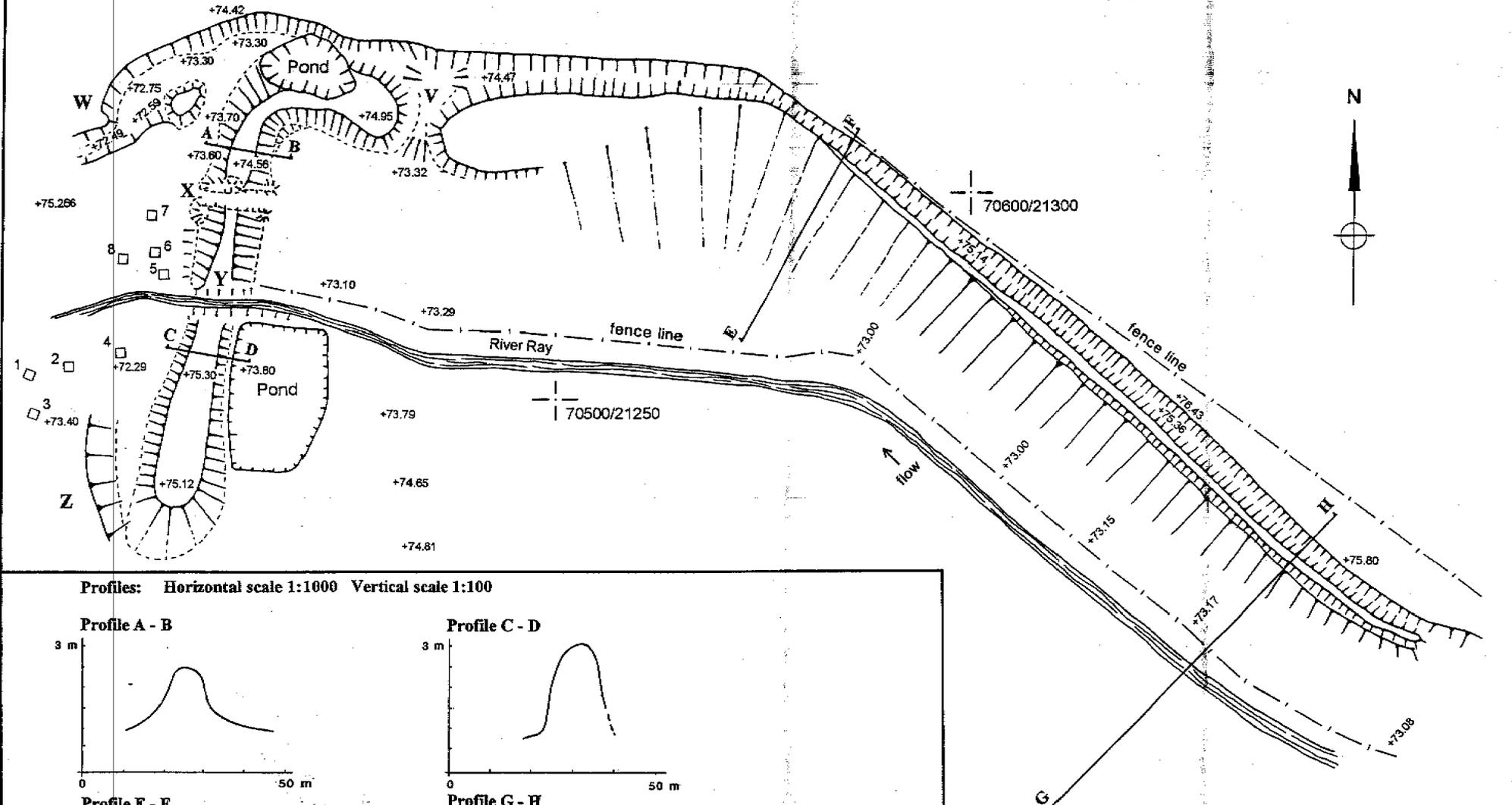
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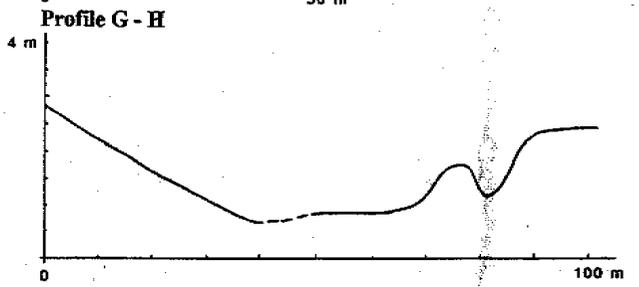
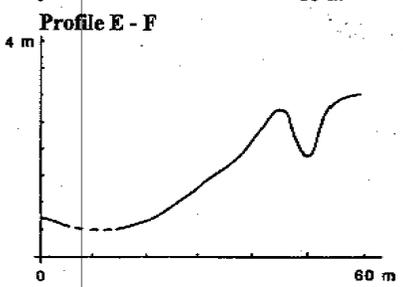
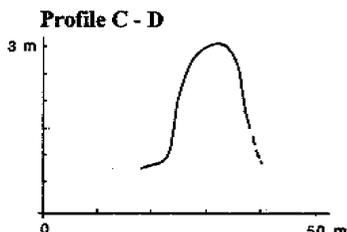
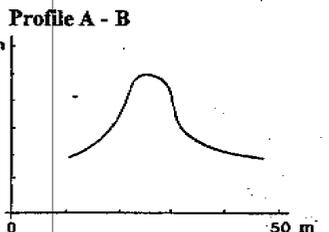
 Ridge and furrow plotted from aerial photographs

figure 1

POND BAY EARTHWORK, QUANTON (CALVERT A41 ACCESS)



Profiles: Horizontal scale 1:1000 Vertical scale 1:100



+73.79 metres O.D.
 □ test pits

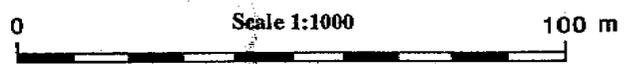


figure 2