DRAFT

Fosse Way Project (A46)
Archaeological Implications

Trent & Peak
Archaeological
Trust

Fosse Way Project (A46)
Archaeological Implications

Draft Discussion Document 1.
Topic: Desk Top Review

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To: G Fairclough, English Heritage

April 1990

Contents

Summary

This report is a response to GF letter of 4th April 1990 requesting design brief for desk-top review and field evaluation for A46 wideing.

It outlines:-

1. A basic methodology for a desk top review (A2)

2. A provisional assessment design (Appendix A)

3. An overall scheme of works for the whole project (B)

It provides background information on current SMR holdings and the DTp position (C,D)

It outlines future action required (E)

Section A **Summary Observation**

Summary observations:

1. Archaeology

1.1 The A46 is held by the majority of opinion to follow the old line of the Fosse Way.

1.2 There are on 209 SMR site entries within a kilometre of the road.

1.3 The road cuts through the following Roman sites:
a)Brough - CROCOCALANA

b)Stoke- AD PONTEM

c)Saxondale - MARGIDUNUM
and the site of the battle of East Stoke 1487.

1.4 The most important point is, however that the Fosse Way is in itself an archaeological feature. This means that all Roman and post Roman features (including parish, estate and field boundaries) that run up to road have an historic significance. (see Appendix B) As far as the writer is aware this is the first time that a major linear threat corresponds to an archaeologically significant resource.

2. **Archaeological methodology.** [Desk top review].

2.1 Any overall archaeological response to the proposal works must aim to satisfy the following criteria:-

a) Identify and suggest methods to minimise damage to archaeological deposits.

b) Where damage occurs recover, in particular evidence that will elucidate the Roman and post Roman function of the route in such a way as to ensure that a coherent narrative on the use of landscape, and subsequent urban and rural developments emerges.

2.2 It follows from 2.1a that the first issue is the immediate broad identification of archaeological remains with the threatened area. In broad terms this review will consist of the following steps (in order):-

a) Recover from SMR's all existing data, by map sheet, from a corridor 1 Kilometre wide on either side of the present A46. Produce map and catalogue of same with plotted onto same soil types with corridor.

b) Consult census A P's and mark on maps produced from (a) above features of significance lying within 500 metres of the present road line.

c) Consult archaeological AP collections and repeat (b) above, with the exception of the Roman towns where the observation area is up to 2.5km from the centre.

d) Mark on base maps at an appropriate scale such features that exist as bank and ditches which also appear on earliest edition OS maps or in published articles.

e) Rapid reconnaisance of road line to observe surface remains.

2.3 The completion of work outlined in section 2.2 will mark the end of the first phase collection of raw archaeoogaical data. A report and linear strip map will then be produced of the whole route showing areas of archaeological interest. From this will arise a research design for assessment work.

Section B. **Scheme of Works**

1.1 The following tables illustrate:-

a) A complete plan for the whole of the project.

b) First order estimates of timing for a complete project over the whole of the A46.

1.2 Both plan and timings wold be radically affected by the decision yet to be made over the Newark to Lincoln route. (see sections C and E).

1.3 It is thought that the only practical alternative to meet the DTp's timings is to conduct a desk-top review and evaluation in tandem on the Newark to Lincoln section (see appendix A). Desk top review could commence in May and be completed in late June. This would have to lead onto immediate evaluation in July, August and September.

FOSS WAY PROJECT (A46)

PROGRAMME OF WORK

TABLE A

Bodies	ENGLISH HERITAGE	DEPT. of TRANSPORT	TRENT & PEAK ARCHAEOLOGICAL TRUST	SMRs	LINCOLNSHIRE ARCH. BODIES	AIM
Stage 1.DESK TOP REVIEW	Commission	Provide data	Execute and report	Provide data		Provide raw archaeological data
2.CONSULTATION 1	Commission	Provide technical advice	Provide information	Advise		Identify broad preservation possibilities
3.DESIGN 1	Review progress		Provide design and costs		Advise on design and costs	Design field assessment programme
4.FIELD WORK 1	Commission	Assist with access	Co-ordinate, execute and report	Receive data	Execute and report	Conduct field assessment
5.CONSULTATION 2	Commission	Provide technical advice	Provide information	Advise		Confirm preservation Identify threats
6.DESIGN 2	Review progress		Provide design and costs		Advise on design and costs	Identify rescue response
7.FIELDWORK 2	Commission and monitor	Assist with access Confirm timings	Execute and report	Receive data	Execute and report	Excavate threatened sites
8.DESIGN 3	Review progress		Provide design and costs		Advise on design and costs	Design watching briefs during works
9.FIELDWORK 3	Commission	Assist with access	Execute and report	Receive data	Execute and report	Conduct watching briefs
10.DESIGN 4	Commission		Provide design and costs			Design post-excavation work
11.DESK TOP REPORTING	Commission		Execute			Produce reports
12.PUBLICATION	Commission and execute					

FOSS WAY PROJECT (A46)

PROGRAMME OF WORK (First estimate of timings) for basic labour only guideline minima TABLE B

Bodies	ENGLISH HERITAGE	DEPT. of TRANSPORT	TRENT & PEAK ARCHAEOLOGICAL TRUST	SMRs	LINCOLNSHIRE ARCH. BODIES	AIM
Stage 1.DESK TOP REVIEW			8 wks	2wks		Provide raw archaeological data
2.CONSULTATION 1		2 days	2 days	2days		Identify broad preservation possibilities
3.DESIGN 1			3 wks		1 day	Design field assessment programme
4.FIELD WORK 1		1 wk	12-16 wks	1 wk	12-16 wks	Conduct field assessment
5.CONSULTATION 2		4 days	4 days	2 dys		Confirm preservation Identify threats
6.DESIGN 2			3 wks		2 days	Identify rescue response
7.FIELDWORK 2		1 wk	28-60 wk	2 wks	28-60 wks	Excavate threatened sites
8.DESIGN 3			2 wks		2 days	Design watching briefs during works
9.FIELDWORK 3		2 days	66 wks	1 wk	60 wks	Conduct watching briefs
10.DESIGN 4			6 wks			Design post-excavation work
11.DESK TOP REPORTING			28-60 wks			Produce reports
12. TOTALS		3.6 wks	157-227	6.8 wk	101-137 wks	

Section C **Current DTp position.**

1.1 The Newark to Lincoln section is being seen as the highest priority for the Regional office as a result of Ministerial views.

1.2 The Newark to Lincoln section is seen by all sectors of local public and government opinion as being a very dangerous road.

2.1 The Newark to Lincoln section will consist of eight miles of dualling taking - in an average width of 12 metre of new ground. The total area of ground to be lost will be approximately 47 hectares (116 acres).

2.2 The DTp timetable of works is a follows:-

Prefered route annouced : Jan - March 1991.

Ground investigations : March - April 1991

Construction commenced: 1995.

It is important that discusions over routing in this sector be completed by October 1990.

3.1 In view of the public and ministerial desire to see this section of road completed as soon as possible DTp are hoping for completion in five to six years from inception. (The national average is 13 years).

3.2 The DTp wold hope that the archaeological input into the scheme could be seen as a model of a construtive, rapid response to a public demand in an archaeologically sensitive area.

4. It would be unfortunate if public opinion came to believe that the road was delayed and lives lost due to archaelogical work.

Section D Basic SMR data. **[Confidential].**

1. The following maps are extracts from the Notts and Leics SMR's. The tables record SMR entries map sheet that lies within 1 km of the road line.

2. Notts SMR. Enquires reveal that this SMR is above a basic level, nonetheless, the writer is aware that it lacks several entries concerned with the A46.

3. Lincs SMR. The Fosse Way line is recognised to have been poorly researched and recorded in Lincolnshire. The entries cannot be taken as reflecting the true archaeological potential of the area.

4. It is widely thought that many minor but historic landscape features (ancient woodland, headlands, parish boundaries) that relate to the road remain unrecorded.

5. The area along the road has particulary bad history of metal detecting.

6. Unconsolidated data also lies in the collections of photographs by Riley, Pickering et al. as well as in published articles.

7. There are few reliable major published articles on the archeology of the road ~~and the~~ and the landscape associated with it.

8. **Conclusion**

8.1 The historic origin of the route and the basic SMR data proves the importance of the line.

8.2 Enough data exists to conduct an adequate desk-top review for outlining requirements for and intensive field assessment.

Section E Future Action

Decisions required

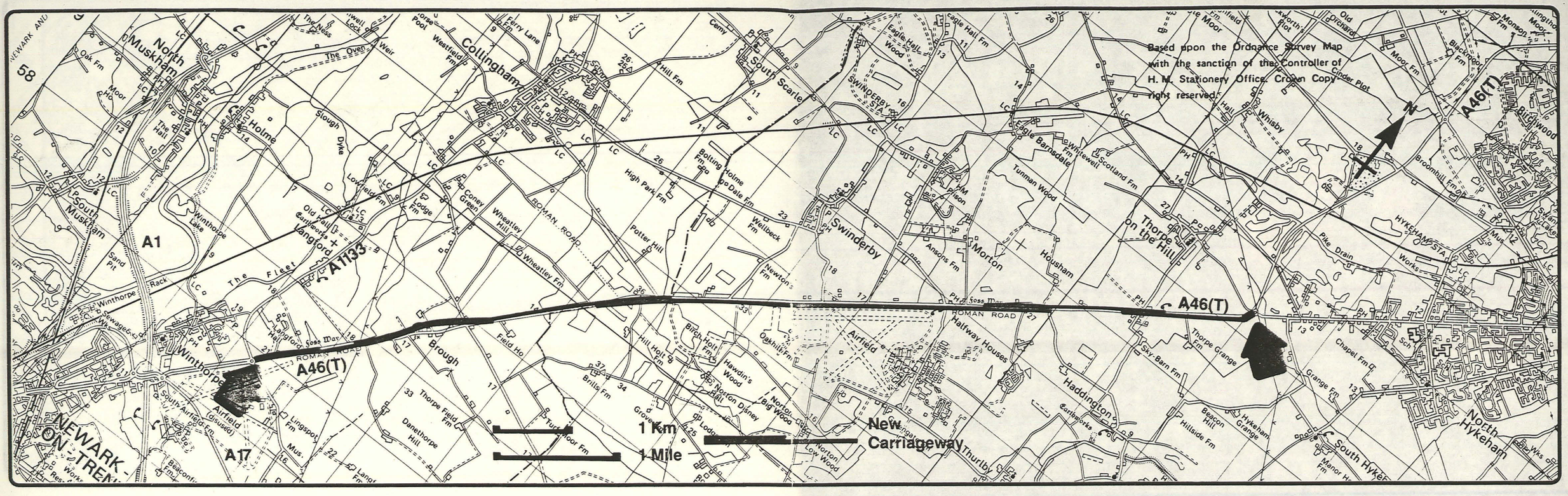
1 The DTp is very keen to proceed with the section Newark to Lincoln as soon as possible in response to ministerial pressure. The only way of meeting this pressure to achieve a route design by October 1990 is to collapse together the desk- top review and assessment phases of the project for this area.
Is this possible ?

2. Desk-top review

Selection from the following criteria must be made:

Element	Recommendation	Decision
Corridor width	1 Km	
Photographic Sources		
Verticals	*	
Obliques	*	
Geological Sources		
Soil survey	*	
Drift	*	
Solid		
Printed sources		
Articles in Co Journals	*	
1st Edition O.S	*	
County SMR's	*	
Field sources		
Rapid visit each main site	*	
Rapid visit woodland	*	
Output		
Strip Map 1:10000	*	
1:25000		
1:50000		
SMR Catalogue	*	
Report	*	
Evaluation design	*	

Appendix A



The solution

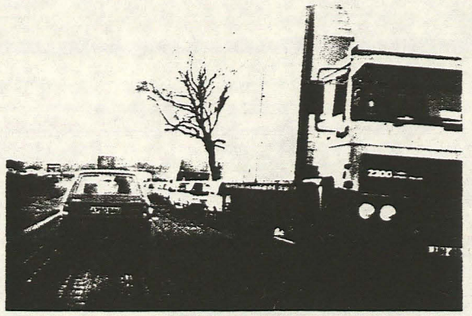
The Department has considered ways of improving the flow of traffic and reducing accidents along the route. The best and most economic solution is to add an additional carriageway alongside the existing one for much of its length thus making the road a dual carriageway. It is not always practicable to simply add a new carriageway. Restraints such as residential premises near to the existing road or the poor alignment of part of it means that in some places a whole new dual carriageway is required away from the present A46. This is particularly so at Brough village where a bypass is proposed to the north of the village. To build a bypass south of the village would create worse land severance than to the north and would have a serious effect on the remains of the old Roman camp, known as Crococolana. A bypass to the north would also allow better junction and access arrangements to the village.

The environment

There are always advantages as well as disadvantages when building new roads. Improvements and bypasses can relieve towns and villages of traffic particularly heavy goods vehicles. They provide a safer and better route for the motorist. Delays and congestion are eased. On the other hand the effects of road traffic can be either increased or felt where there was none previously. This can involve the loss of agricultural land and also visual and noise intrusion to residential properties. Short-term disadvantages are the delay and disruption when the improvement is being constructed. However, this is offset in the longer term because of the ease by which future road maintenance operations can be carried out on the new dual carriageway. The major features of the scheme are shown opposite.

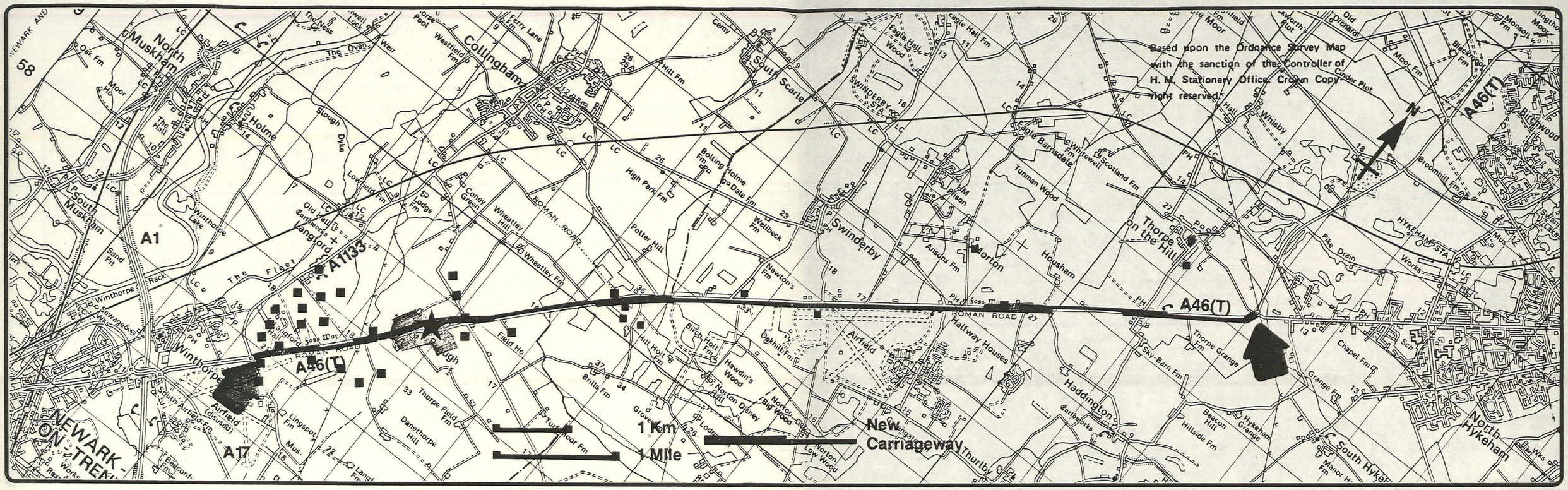
Features of the scheme

- Cost: £16.1 million
- Length: 13 kilometre (8 miles)
  Dual two-lane carriageway
- Approximate land take: 47 hectares (116 acres)
- Good value for money on economic assessment
- Disturbance to archaeologist sites would be kept to a minimum
- Some unavoidable disruption to farming and business interests would occur
- There would be only moderate delays to traffic during construction
- Existing trees and hedgerows would be preserved wherever possible
- The improvement would create a degree of visual intrusion but landscaping measures would be taken to lessen the impact as much as possible



Number of properties within 50m of the existing road	28
Number of properties within 50m of the new road	18
NO properties would be demolished	

- Journey times for travellers would be reduced
- The scheme is expected to reduce accidents and improve road safety
- The road may be lit



■ SITES ON NOTTS S.M.R.

■ SITES ON LINCS S.M.R.

★ CROCOCALANA

DESK TOP REVIEW

Elements

Review area 1Km along road. 2.5Km around Brough

Plotted:

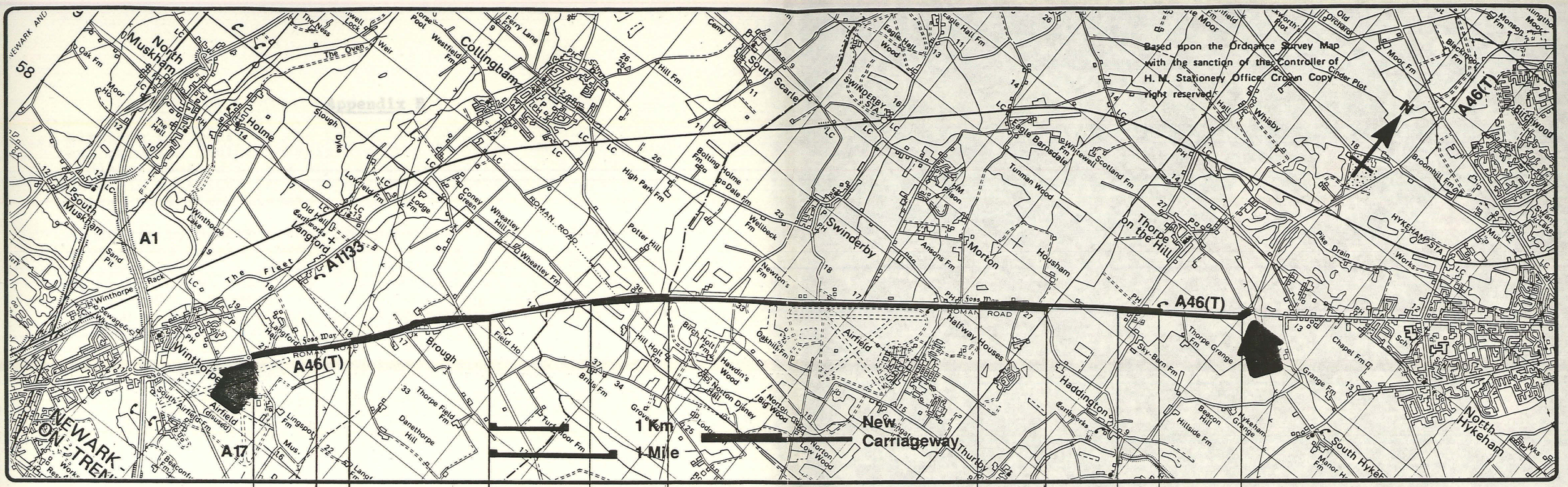
- Verticals
- Obliques
- Soil survey
- Drift Geology
- SMR data

Consulted:

- County Journals
- 1st. Ed. O. S.
- County SMR's

Field Observation:

- Rapid visit each main site
- Rapid visit each woodland



ASSESSMENT WITHIN ROUTE	New	Ex	New	Expan	New	Expansion	New	Exp	New	Exp
Full fieldwalk/observation	-------		----------	----------	----------		----------	----------	----------	----------
Fieldwalk/observation at 5m		-----		----------		----------		----------		----------
Resistivity at 5m 2m wide		-----		----------		----------		----------		----------
Full resistivity	-------		----------	----------	----------		----------	----------	----------	----------

Machine Trenches
width 3.5 m
siting at known anomalies

Appendix B

Background Material: 1. Roman Period (C O'Brien)

Within a few years of the invasion of A.D. 43 the Roman army had occupied southern England with a frontier zone across the Midlands bounded by the Rivers Severn and Trent. Little is known in detail of the military dispositions in the Trent Valley during the Claudian period.

At Thorpe by Newark aerial photography and excavaation have confirmed a military origin for the site of Ad Pontem, whilst at Newark finds of pre-Flavian pottery (before A.D. 70) from Northgate might suggest a fort, though it is perhaps unlikely to have been in use at the same time as Ad Pontem less than 6km away. At Brough Crococolana the cheek-piece of a parade helmet has been found, though none of the pottery found in excavations earlier this century is certainly pre- Flavian. Willoughby on the Wolds, Vernemetum, is also likely to have had a military origin (Todd 1969, 39-42). At Margidunum near East Bridgford excavations by Felix Oswald between 1910 and 1936 suggested a Claudian period fort founded before A.D. 47, but a recent re-assessment of the site puts the earliest military occupation in the oeriod A.D. 50-55 (Todd 1969, 21-38).

Under the Emperor Nero the hold on the Trent Valley was consolidated, with forts established north of the river.

Civilian settlement followed the military garrisons, with a number of small towns growing up along the Fosse Way. Margidunum is the most fully studied (Todd 1969). Civilian occupation began here in the 1st Centaury, and at about A.D 150 the Town was defended by an earth rampart and one, or possibly two, ditches. A century later the defences were modified with a stone wall being set at the front of the rampart. The original ditches were filled in and replaced by another farther out from the wall. Occupation at the site lasted until the 5th Century. The defences enclosed only 7 acres, making Margidunum one of the smallest defended towns in the province. Few houses seem to have been built within the walls during the 3rd and 4th Centuries, leaving open spaces in the town, yet there were building outside along the Fosse Way. It has beem suggested that the defences may have been constructed not primarily for the benefit of the town, but even after the withdrawal of the garrison, Margidunum may have housed a government official (Todd 1975b, 211-215).

Excavations at Vernemetum give evidence of occupation in the 3rd Century (EMAB 9, 1966,43; 10, 1974, 44), whyile interim reports of Ad Pontem outline a development similar to that at Margidunum, with a settlement defended with rampart in the 2nd Century, and later walled (JRS 54 1964, 160; 56, 1966, 204).

Many small towns of Roman Britain were closely connected with the life of the countryside, functioning as market towns and attracting farms to their vicinity (Todd 1970, 124-128). At Margidunum a small villa lay 500m south-west of the defences, and less than possibly from a villa. Similarly, villas have been noted close to the towns of Great Casterton and Ancaster, Lincs. (Todd 1970-,124-5). If other settlements as well as villas are included within a 5km radius of Margidunum. These include the extensive complex at Aslockton and the Shelford groups (see section 4 above), and although few can yet be securely dated, many belong to the Roman period. The Fosse Way with the towns of Vernemtum, Margidunum, Ad Pontem and Crococolana is a focus for the study of the relationship between small towns and the surrounding countryside (Todd 1970, 12).

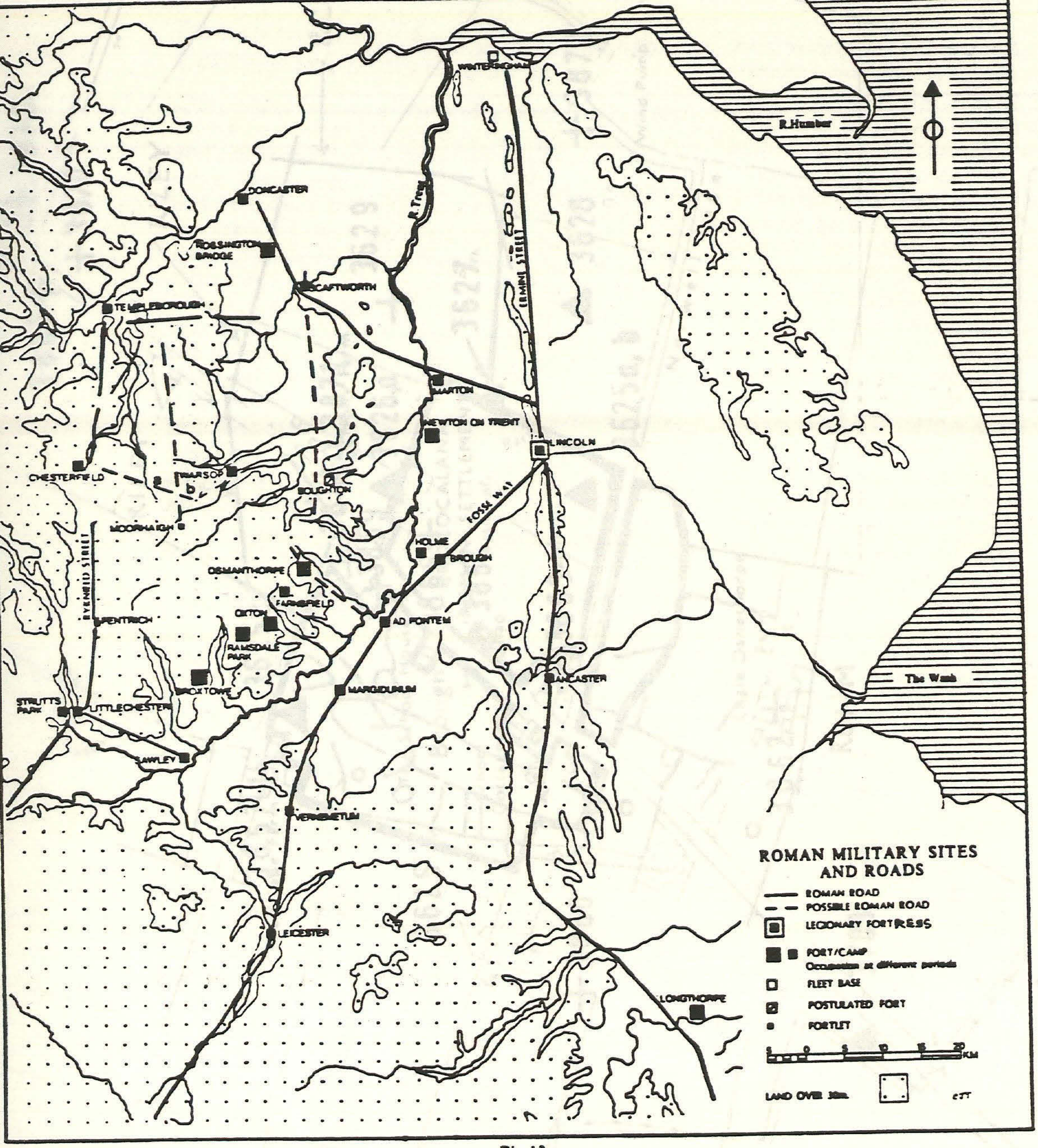
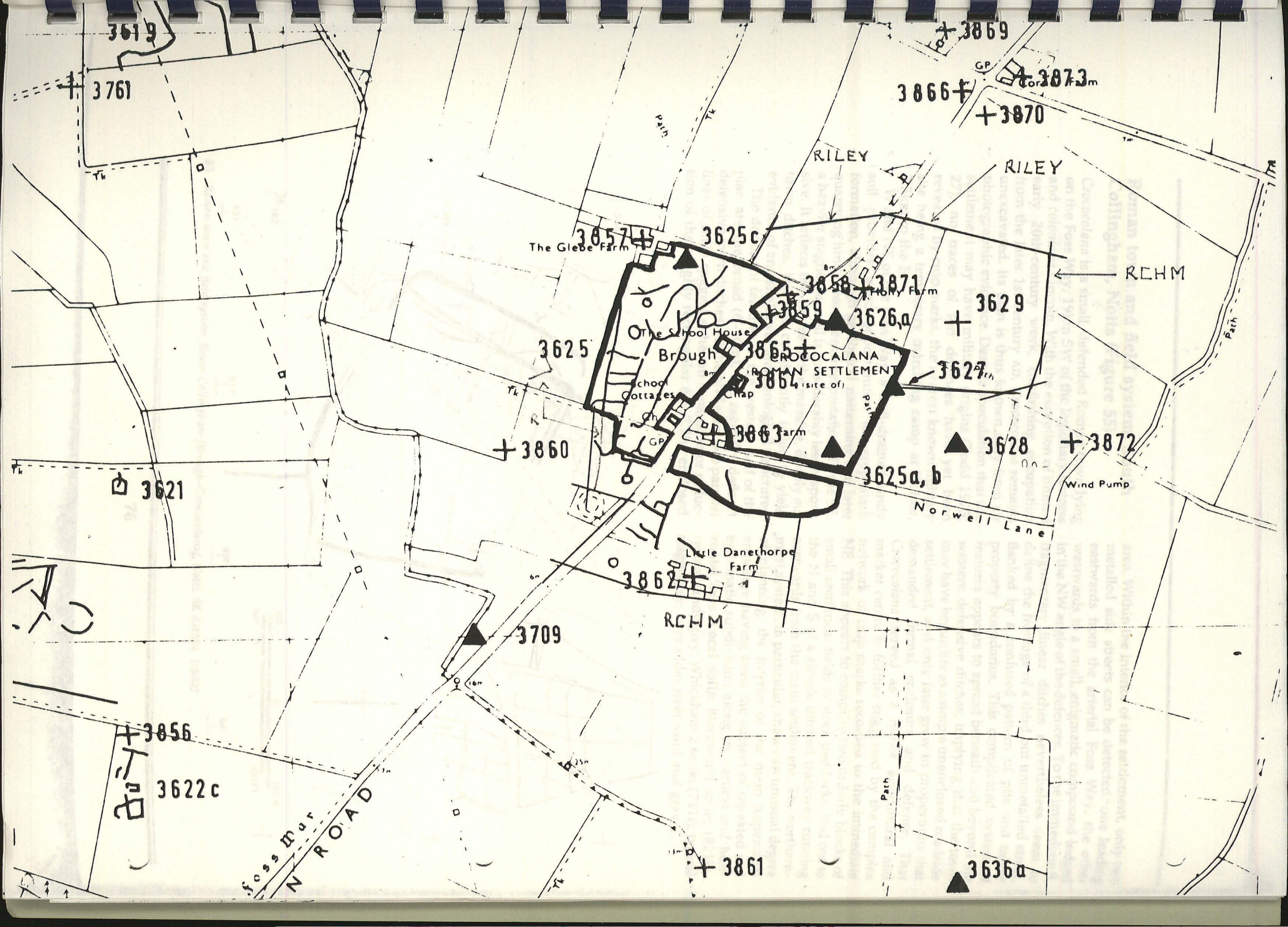

ROMAN MILITARY SITES AND ROADS
ROMAN ROAD
POSSIBLE ROMAN ROAD
LEGIONARY FORTRESS
FORT/CAMP
Occupation at different periods
FLEET BASE
POSTULATED FORT
FORTLET
KM
LAND OVER 30m.
R.Humber
The Wash
WINTERINGHAM
DONCASTER
ROSSINGTON BRIDGE
SCAFTWORTH
TEMPLEBOROUGH
R.Trent
ERMINE STREET
MARTON
NEWTON ON TRENT
LINCOLN
CHESTERFIELD
WARSOP
BOUGHTON
MOORHAIGH
FOSSE WAY
HOLME
BROUGH
OSMANTHORPE
FARNSFIELD
OXTON
AD PONTEM
PENTRICH
RYKNILD STREET
RAMSDALE PARK
BROXTOWE
MARGIDUNUM
ANCASTER
STRUTTS PARK
LITTLECHESTER
SAWLEY
VERNEMETUM
LEICESTER
LONGTHORPE

Fig.13

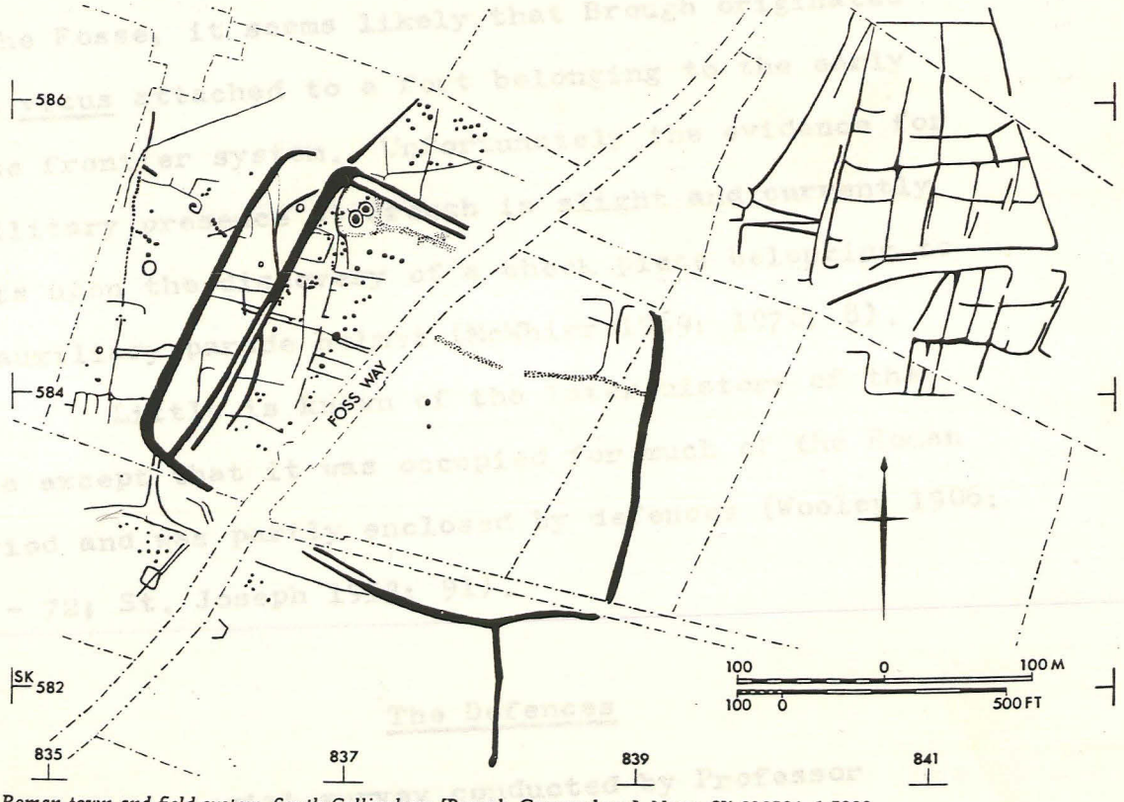

3619
3761
3869
3873m
3866
3870
RILEY
RILEY
3857
3625c
The Glebe Farm
RCHM
3871
3629
3626a
3625
The School House
Brough
CROCOCALANA
ROMAN SETTLEMENT
(site of)
3627
School Cottages
Chap
3860
3863
3628
3872
3621
3625a, b
Wind Pump
Norwell Lane
Little Danethorpe Farm
3862
RCHM
3709
3856
3622c
Fossmar
ROAD
3861
3636a

Roman town and field system, South Collingham, Notts (Figure 55)

Crococolana is a small, defended Roman town lying on the Foss Way, 19km SW of the legionary fortress and *colonia* at Lincoln. With the exception of limited early 20th-century work, confirming occupation from the later 1st century AD, *Crococolana* remains unexcavated. Its plan is thus known only from air photographic evidence. Despite speculation that the settlement may have military origins (Todd 1973: 27), no traces of fort defences have yet been revealed by crop marks, the nearest known military site being a temporary marching camp at Holme, 2.5km to the E.

W and NE of the Foss Way, a well-drained sandy soil provides good opportunities for crop-mark formation, although geological patterning and later quarrying hinder confident interpretation. To the SE, a heavier stagnogley soil is considerably less responsive. It reflects the course of the massive, deeply cut town ditches, but has consistently failed to yield evidence of any shallower archaeological structures.

The dominant features in the western half of the plan are the broad (6–10m), but raggedly defined defensive town ditches. At the NW side, two parallel lines of ditch suggest either an expansion or reduction of the roughly rectangular 6.5–7.2ha enclosed area. Within the interior of the settlement, only two metalled side streets can be detected; one leading eastwards from the arterial Foss Way, the other westwards to a small, enigmatic compound lodged in the NW angle of the defences. To the immediate S, fragmentary linear ditches nevertheless seem to define the frontage of a third but unmetalled street, flanked by a confused pattern of pits and minor property boundaries. This complicated system of features appears to spread beneath and beyond the western defensive ditches, implying that the town may have begun life as a simple unenclosed roadside settlement, and only later grew to proportions that demanded formal enclosure and defence. That *Crococolana* served as a minor agricultural and market centre is further suggested by the complex network of crop marks recorded to the immediate NE. This appears to comprise two orderly blocks of small rectilinear fields or stock paddocks, laid out to the N and S of a simple ditched trackway running eastwards from the main settlement. The northernmost system, in particular, shows an unusual degree of planning, the interior of the main trapezoidal enclosure having been the subject of repeated and systematic subdivision along its vertical and horizontal axes. **Local soils:** Blackwood series (821b), typical sandy gley, Whickham 2 series (711f), typical stagnogley, over older river sand and gravel.



55 Roman town and field system, South Collingham [Brough–Crococolana], Notts, SK 838584. 1:5000

BROUGH-on-FOSSE - CROCOCALANA

This settlement, known as Crococalana in the Antonine Itinerary, was located on the Fosse Way almost 6.5 kilometres [4 miles] north-east of Newark (SK 837 584).

Excavations conducted 1905-1906 (Wooley 1906: 63-72), together with aerial field surveys undertaken between 1950 and 1960 (St. Joseph 1953: 91; 1961: 132), demonstrated that the A 46 crosses the settlement obliquely. There is still some doubt as to whether the modern road follows the same alignment as the Fosse Way (St. Joseph 1961: 132).

In common with some of the other settlements on the Fosse, it seems likely that Brough originated as a vicus attached to a fort belonging to the early Fosse frontier system. Unfortunately the evidence for a military presence at Brough is slight and currently rests upon the discovery of a cheek piece belonging to an auxiliary parade helmet (McWhirr 1969: 1970: 8).

Little is known of the later history of the site except that it was occupied for much of the Roman period and was partly enclosed by defences (Wooley 1906: 63 - 72; St. Joseph 1953: 91).

The Defences

An aerial survey conducted by Professor St. Joseph in the early 1950's revealed that the

defences formed a rectangular circuit which enclosed 2.8 - 3.6 hectares [7-9 acres] (St. Joseph 1953: 91).

Precise details relating to the structure of the defences are uncertain but present evidence suggests that the settlement was encompassed by a double or triple ditch system and probably a wall (St. Joseph 1953: 91; Stukeley 1724: 104).

The ditch system

To date, the ditch system has been best observed on the line of the western defences in a field south-west of Glebe Farm. There, aerial reconnaissance located 'two broad' ditches which measured approximately 246 metres [800 feet] long (St. Joseph 1966: 27). (Fig. 16).

In 1970 Mr. A. McWhirr re-examined aerial photographs of the defences and suggested that the inner of the so-called broad ditches may in fact have been two narrow ditches (McWhirr 1969-1970: 8). Recently this observation was supported by photographs taken by Mr. J. Pickering (Trent Valley Archaeological Unit Photographic Collection).

As yet the ditch system has not been excavated and thus dating is impossible.

A circuit wall

Although aerial reconnaissance has failed to locate a circuit wall, one is suggested by a record left by the antiquary William Stukeley. In the early 18th

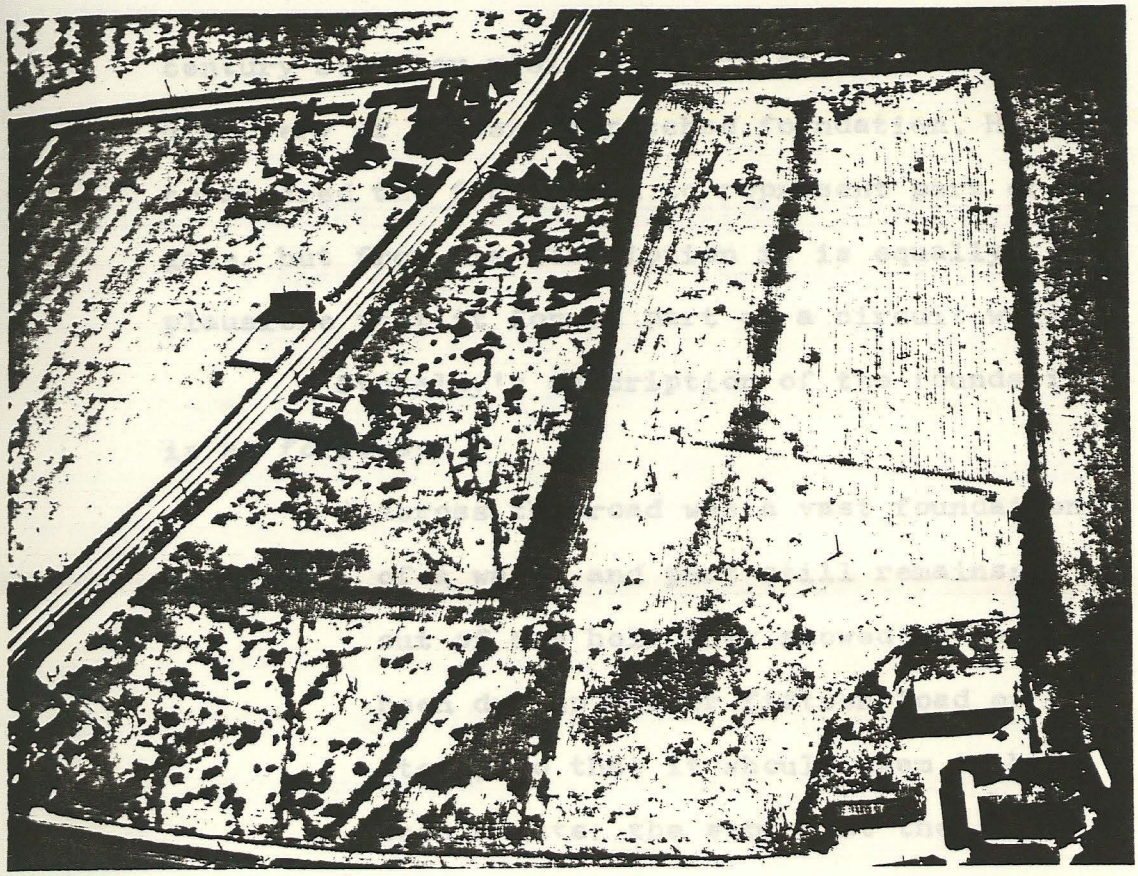


Fig. 16. Brough-on-Fosse, Notts. Aerial view of the defended settlement looking south. 28th June 1960.

century Stukeley visited Brough and recorded the discovery of a massive pitched foundation. He considered the foundation to represent part of a gate, but from his description it is equally plausible that it formed part of a circuit wall.

Stukeley's description of the foundation is as follows:

> " Across the road was a vast foundation of a wall, and part still remains: out of one hole they showed me, has been dug up ten or fifteen load of stone; so that it should seem to have been a gate: the stones at the foundation are observed to have been placed edgewise and very large ones, but not of good sort" (Stukeley 1724: 104).

EAST BRIDGFORD - MARGIDUNUM

The site of this settlement (long recognised as that of Margidunum in the Antonine Itinerary) lies almost midway between Leicester and Lincoln, at a point where the Fosse is joined by a road running west from the Trent crossing at Gunthorpe (SK 702 417).

Although a series of excavations were conducted between 1910 and 1936 by Mr. Felix Oswald (Oswald 1948, 1952, 1956), an up-to-date assessment of Margidunum has only been made possible through the 1966 - 1968 excavations conducted by Professor M. Todd. These demonstrated that the settlement had developed from a vicus attached to a military installation occupied between 50 and the early 70s A.D.. Following the departure of the army the settlement expanded along the Fosse and was later partly enclosed with defences. These formed a seven sided polygonal circuit which enclosed 2.75 hectares [7 acres] (Todd 1969: 7 - 112). (Fig. 69).

The Defences

Sections dug across the southern defences of Margidunum in 1966 - 1968, suggested that the defences belonged to two periods:

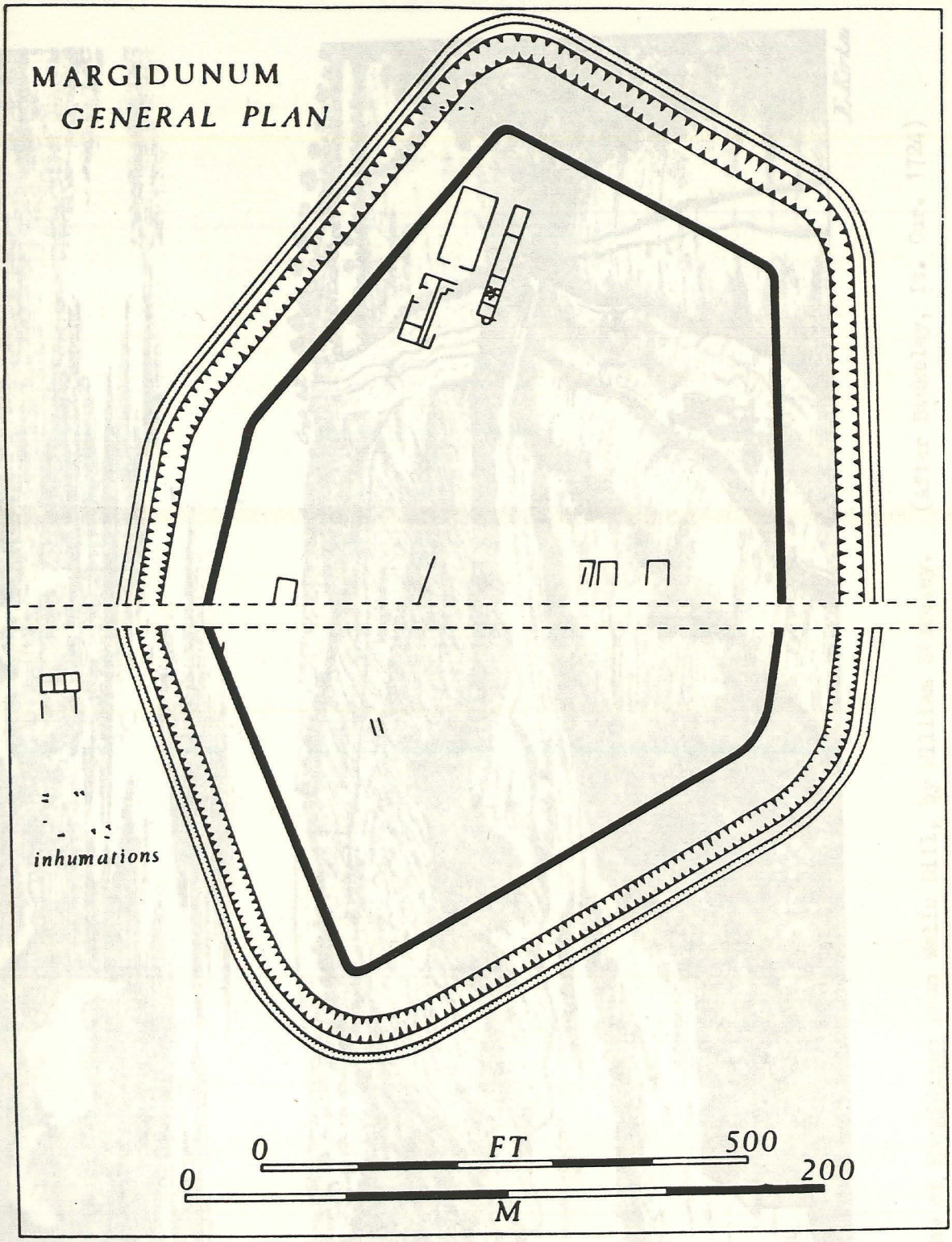


Fig. 69

Fig. 70. View of Margidunum from Wells Hill, by William Stukeley. (After Stukeley, It. Cur. 1724)

Phase 1 - Construction of a rampart and a double ditch system (Late 2nd century).

Phase 2 - Construction of a circuit wall, two new ditches and enlargement of phase 2 rampart (Late 3rd, early 4th century).

Further details relating to the defences are as follows:-

The phase 1 defences

In phase 1 the settlement had been partly enclosed with a rampart. This measured 7.6 metres [25.5 feet] wide and survived to a height of 1.1 metres [3.5 feet]. It was constructed from irregularly tipped deposits of soil, clay, turf and occupation debris (Todd 1969: 43).

The inner ditch

Accompanying the rampart, excavation uncovered a ditch with a 'V' shaped profile. The ditch possessed very steep sides and measured 2.8 - 2.9 metres [9 feet 6 inches] wide and 1.8 metres [6 feet] deep (Todd 1969: 43 - 45).

The outer ditch

Beyond the inner ditch, excavation located an outer ditch with a shallow 'V' shaped profile. This measured 5.4 metres [18 feet] wide and 1.8 metres [6 feet] deep. Along one length it was found that the ditch had cut into the side of the inner ditch. This could suggest that the outer ditch belonged

to a later defensive phase, although pottery found in the two ditches indicated that they were roughly contemporary (Todd 1969: 43 - 48).

The construction date of the phase 1 defences

Pottery recovered from the body of the rampart and the filling of the double ditch system, indicated that the defences belonged to the late 2nd century. The pottery consisted mainly of wares manufactured between A.D. 70 and A.D. 180 (Todd 1969: 45 - 48).

The phase 2 defences

The circuit wall

Sections revealed that in phase 2 a wall had been constructed in front of the phase 1 rampart. Along some lengths the wall overlaid the phase 1 inner ditch and thus along these it had been necessary to infill the ditch with a packing of red clay.

Although much of the wall was found to have been robbed, it was possible to determine that the wall originally measured about 2.7 - 2.8 metres [9 feet] wide at the base, and had been erected on a pitched stone foundation. Above the foundation, the wall appears to have been constructed with a core of pitched stones and faced with Lincolnshire oolite (Todd 1969: 49 - 50).

The enlarged rampart

Excavation revealed that the building of the circuit wall had probably been accompanied by the enlargement of the phase 1 rampart. Most of the enlarged sector was constructed from firmly laid layers of brown-grey soil (Todd 1969: 49 - 50).

The ditches

The construction of the circuit wall was associated with the cutting of two new ditches beyond the earlier double ditch system. Sections revealed that the inner ditch had a wide shallow profile, and measured 8 - 9 metres [27 - 30 feet] wide and at least 3 metres [10 feet] deep. In contrast the outer ditch was smaller and measured only 4 metres [14.5 feet] wide and 1.5 metres [5 feet] deep. It had a 'V' shaped profile. Both ditches remained open until the later 4th century (Todd 1969: 50 - 51).

The counterscarp bank

Upcast from the construction of the ditch system was used to build a counterscarp bank. This averaged 12 - 16 metres [40 - 52 feet] wide and was preserved to a height of 0.8 metres [2 feet 6 inches] at the crest. The original height of the bank has been estimated to have been about 1.2 metres [4 feet] in the centre (Todd 1969: 51; 1975: 211).

Gates

The Fosse entered the defended area through two gates located on the north and south defences. The sites of these gates remain unexcavated and lie below the modern A.46 and its verges (Todd 1969: 52 - 53).

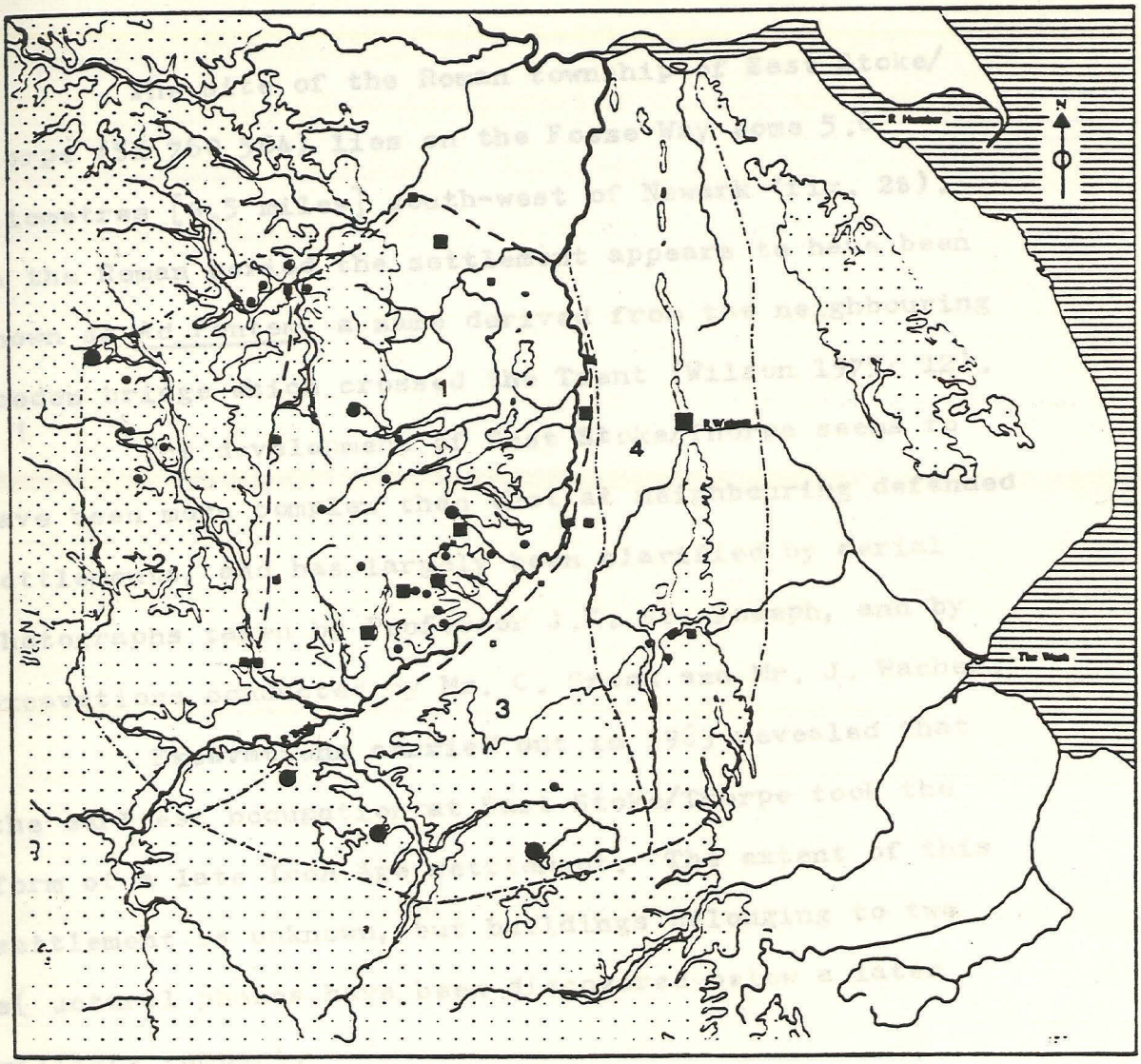
The construction date of the phase 2 defences

A possible construction date for the phase 2 defences was provided by pottery recovered from the counterscarp bank, and the silt filling of the inner ditch of the double ditch system. This suggested that the defences were constructed in the late 3rd or early 4th century (Todd 1969: 51).

Phase 3 defences?

Towers

Although the base of an octagonal tower was reported from Castle Close in the later 19th century, aerial and ground surveys have failed to produce any evidence for the existence of external towers (Todd 1969: 53).



THE STUDY AREA IN RELATION TO ADJACENT AREAS

1 The Study Area
2 Derbyshire Area
3 Leicestershire & South Nottinghamshire Area
4 Lincolnshire Area

Derbyshire Pennines
Land over 30m
Lowland

Iron Age defended sites
Possible IronAge defended sites
Roman military sites

0 5 15 25 35 45 Km

Fig.1

EAST STOKE/THORPE - AD PONTEM

The site of the Roman township of East Stoke/Thorpe (SK 760 504) lies on the Fosse Way some 5.6 kilometres [3.5 miles] south-west of Newark (fig. 28). In the Roman period the settlement appears to have been known as Ad Pontem, a name derived from the neighbouring wooden bridge which crossed the Trent (Wilson 1975: 12).

The development of East Stoke/Thorpe seems to have been more complex than that at neighbouring defended settlements, and has largely been clarified by aerial photographs taken by Professor J.K. St. Joseph, and by excavations conducted by Mr. C. Green and Mr. J. Wacher.

Excavations carried out in 1963 revealed that the earliest occupation at East Stoke/Thorpe took the form of a late Iron Age settlement. The extent of this settlement is unknown, but buildings belonging to two structural phases have been discovered below a later military rampart.

Following the conquest, the Iron Age settlement was succeeded by a Roman fort which seems to have formed part of the Fosse frontier system.

With the withdrawal of the military forces, the fort and an adjacent annexe were used for civilian occupation. Full details relating to the character of the civilian settlement have yet to be recovered, however there is some evidence to suggest that apart from

domestic housing, it also contained a number of public buildings (Wacher 1963: 16 - 17; Wilson 1975: 12).

In the later Roman period a small area of the settlement is known to have been enclosed with a series of civilian defences (Wacher 1963: 16 - 17). (Fig. 27).

The Defences

Details concerning the civilian defences were largely revealed by a series of aerial photographs taken by Professor St. Joseph in the 1950s (St. Joseph 1953: 91:, 1958: 98), and by excavations conducted in 1963 by Mr. Wacher (Wacher 1963: 16 - 17). These suggested that the defences could be attributed to three periods of construction:

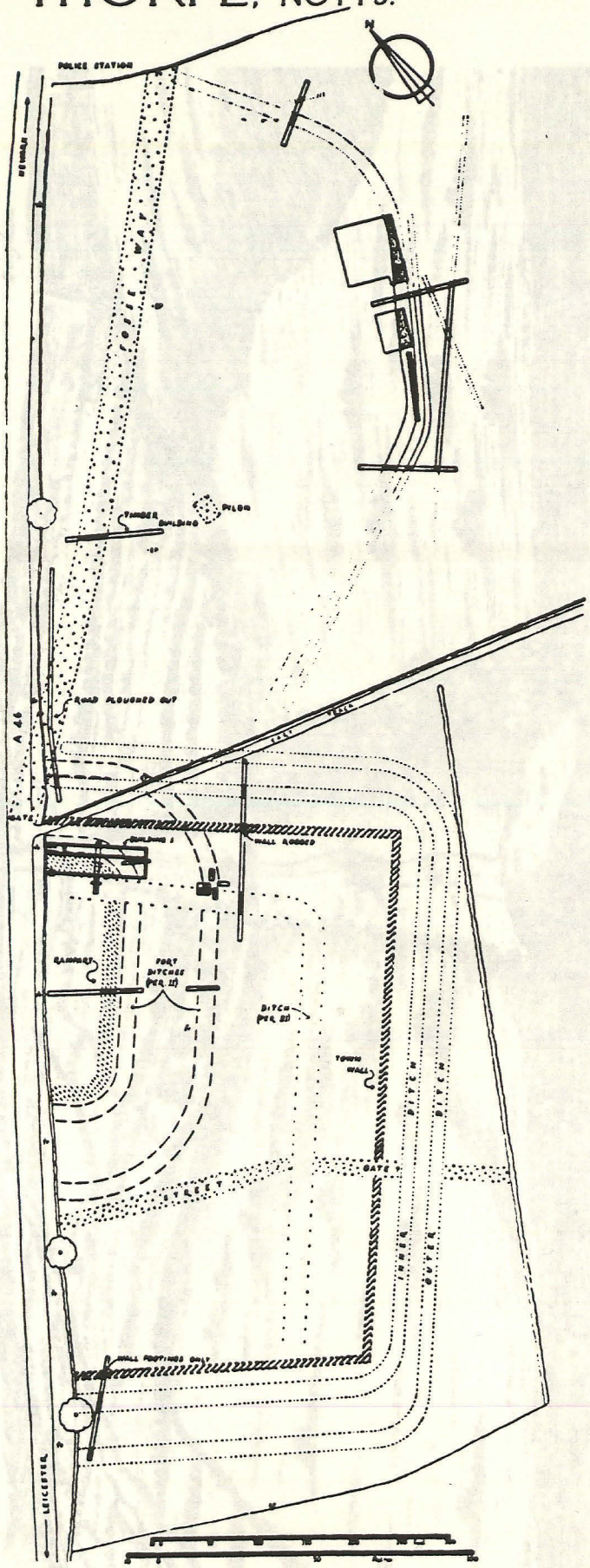
Phase 1 - Construction of single ditch (late 2nd century?)

Phase 2 - Phase 1 ditch replaced by a circuit wall and a double ditch (late 3rd or early 4th century?)

Phase 3 - Possible construction of angle towers and reduction of phase 2 ditch system to a single broad ditch (4th century).

Further details relating to the structure of the defences are as follows:

THORPE, NOTTS.



Drawn by J. S. Wacher

Fig. 27

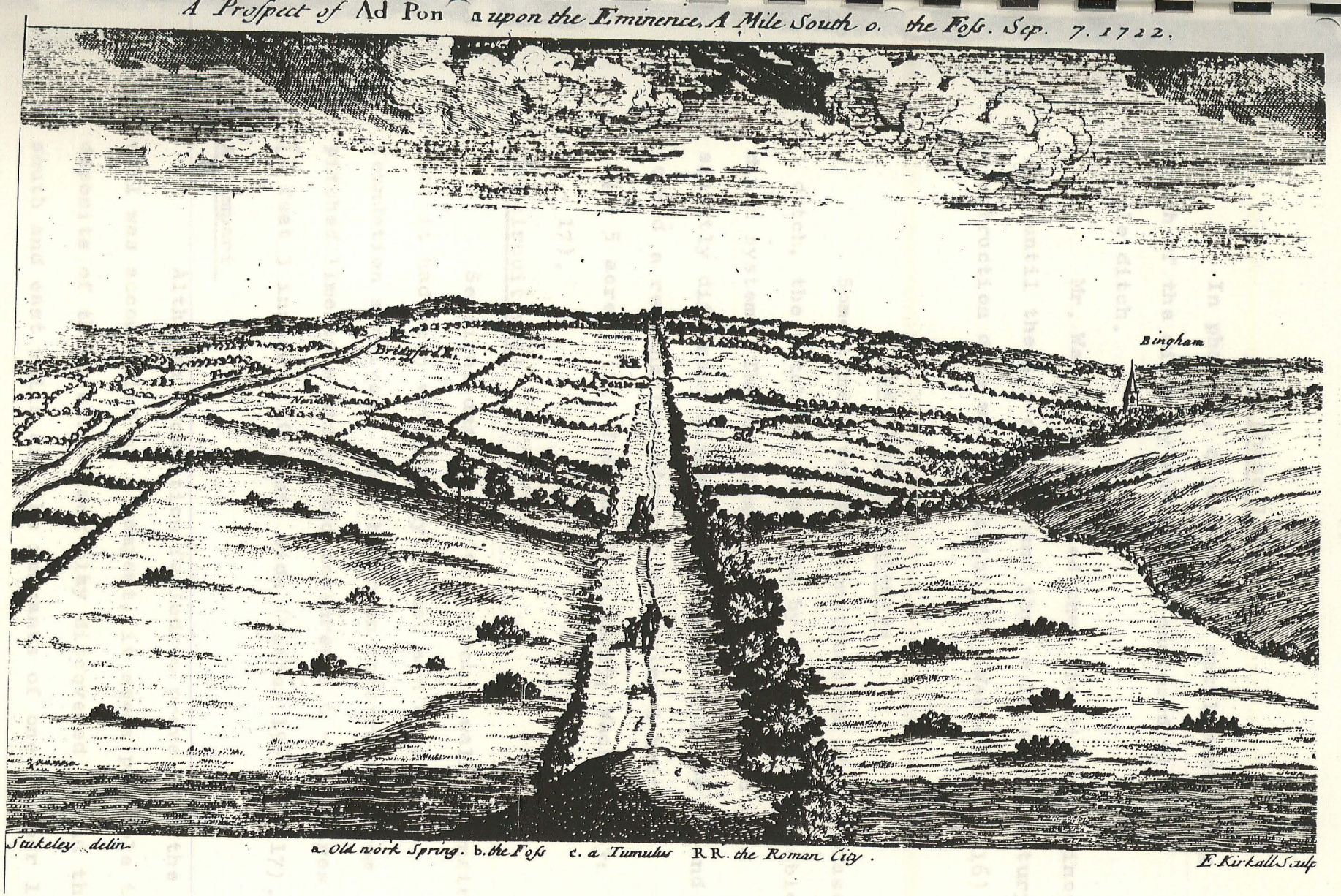


Fig. 28. Bird's-eye view of the site of East-Stoke/Thorpe (Ad Pontem). (After Stukeley, It. Cur. 1724)

The phase 1 defences

In phase 1, a part of the settlement lying south of the military annexe was enclosed with a single ditch.

Mr. Wacher determined that the ditch remained open until the 3rd century and thus a late 2nd century construction date was a possibility (Wacher 1963: 16).

The phase 2 defences

Some time after the construction of the phase 1 ditch, the ditch was replaced by a wall and a double ditch system. These defences were constructed on a slightly different alignment to those of phase 1, and formed a rectangular circuit enclosing 2 hectares [4 - 5 acres] (St. Joseph 1966: 28-29; Wacher 1963: 16 - 17).

The circuit wall

Sections dug across the circuit wall demonstrated that it had been extensively robbed and only the foundation survived. This had been constructed from pitched limestone blocks and measured 2.6 - 3.0metres [8 feet 3 inches - 10 feet] wide (Wacher 1963: 16-17).

A rampart

Although excavation failed to prove that the wall was accompanied by a rampart, it seems probable that deposits of thick blue-black clay discovered behind the south and east walls are the remnants of one (Wacher 1963: 17).

Gates

It seems probable that the circuit wall was pierced by four gateways. Two gates giving access to the Fosse were located very close to the north and west angles, and a third providing an exit for the road to Ancaster was located in the south-east wall. The fourth gate was located in the north-west wall and gave access to the bridge over the Trent (Wilson 1975: 12).

A construction date for the phase 2 defences

As the phase 2 wall cut across the phase 1 ditch, Mr. Wacher suggested that the defences could not have been constructed before the late 3rd or the early 4th century (Wacher 1963: 16).

The phase 3 defences

Aerial photographs suggest that the phase 2 double ditch was later reduced to a single broad ditch and that towers were added externally to the wall angles (Wacher 1963: 16 - 17). This construction work was probably undertaken in the 4th century.

A46 Saxondale to East Stoke (M Bishop)
Landscape Potential

That there is potential in an examination of the landscape in relation to the Fosse Way, vice-versa, is illustrated most clearly in the section between Saxondale and East Stoke. The evidence here is all indirect; between East Stoke and Newark fragmentary cropmark complexes offer some direct evidence. The indirect evidence takes several forms, principally observations upon boundaries and settlement patterns from map sources and interpretation of estates and settlement information from Domesday Book. Although very much later in date current models of landscape history would see this information as being partly the result of development from Roman arrangements, and through that development indicates that the Fosse Way did not stand in vacuo. Equally, since it is only in this area that there is a combination of indirect evidence, any physical evidence about the Roman landscape would have an additional value for later period studies.

Domesday Book shows this area to have been the most prosperous post of its region. Here was the highest population and the greatest numbers of plough-teams. In general, the Trent Valley and the land to the south of the Trent was well settled, contrasting with the north and west where there is prima facie evidence for post Roman population decline and large change inthe land use. Clearly there are two economic areas here with the Trent Valley and south of the County apparently retaining, or recovering early on, the economic vitality it had in the Roman period.

Domesday Book also names communities which are probably represented by modern villages bearing the same names. This area has long been noted as having a classic settlement distribution with villages sited at some distance from the Fosse Way, which was utilised as a parish boundary. Traditionally this has been explained as being for security, villages being sited so as to avoid armies/marauders using the Fosse. A more rational explanation lies in the nucleation of communities upon a focal point with territories (townships/parishes) of which the Fosse was a margin - presumably in the 10th,11th and 12th Centuries.

Prior to this, settlements may be expected to have been largely dispersed, much as it was in the Roman period. Cropmarks and find spots show that Roman settlement was dispersed in the countryside around the Fosse but was usually only on the road itself if a town or suburban settlement was involved. The Fosse may be considered as a central link to these dispersed settlements, accessible by the trackways and roads much as the modern villages and farms connect to it.

The Fosse is the parish boundary between Saxondale, Newton and Bingham, E Bridgford, and Car Colston, Kneeton and Screveton. However, the north and south boundaries of these communities line up on either side of the road, suggesting that the Fosse may have been used as a line of diversion in "territories" which were once rectangular and ran across the road, as do Flintham, Syerston, and East Stoke immediately to the north. The implication of this is that the east-west territorial boundaries were the earlier and more significant ones, and the inevitable parallel in with the rectangular, long axis dominant layout seen in the Roman relict landscape of NW Notts the brick work system.

Another pointer to a link between the early medieval landscape and that of the Roman period lies in the late Saxon estates recorded in Domesday Book. It is surely not coincidental that it is in the Margidunum/Bingham area that there is the best, albeit circumstantial evidence for a form of continuity from Roman times. In 1086 there was a royal manor at Orston, with dependant properties in a number of surrounding communities. One of these was Screveton - place name derivation being "reeve's town". Bingham was held by the East of Northumbria, whose estates in Notts were usually closely linked to those of the Crown. Bingham was in any case an important place with an early, inga-ham, place name and a pagan Anglo-Saxon cremation ancestory and other burials nearby. Finally, just a mile or so south, beside the Fosse, is Moothouse Pit - the traditional meeting place of the Wapentake of Bingham.

Margidunum can be expected to have fulfilled a number of functions as the focal point for the area. These will have included taxation, administration, legal and market roles. Such functions can be seen in the Orston estate 600 years later, legal and administration at Orston and also probably at Bingham which is likely to have been the "maerdref" to the royal court at Orston. Bingham also held the market role. The reeve of the royal estate was at Screveton, post of the agricultural administration and Moothouse pot fulfilled post of the administration and legal role also. These functions which were once concentrated in Margidunum may have become dispersed and relocated in particular centres which were linked through estate structure. Only the rump of this is visible in 1086, but the coincidence of what can be seen is so strong as to suggest that it can not be fortuitous. The concentration of these centres in the Margidunum area further suggests that there was a limitation to their dispersal. The obvious one is the pagus os Marigidunum. In this context it may be significant that Kneeton/Screveton boundary with Flintham, where the Fosse ceases to be used as a parish boundary is almost exactly equidistant between Margidunum and Ad Pontem. (However, with the exception of Cropwell Butler which extends across the Fosse, the road is a boundary to all parishes down to the southern boundary of the County, some of which ought to fall in the territory of Vernemtum).

To summarise, the likelihood of Roman landscape organisation underlying that of the late Saxon period is indicated by the importance of the east-west longitudinal boundaries of rectangular parishes around the Fosse Way and relationship of Margidunum to a late Saxon royal estate and the administrative functions of the region. The significance I have claimed for these circumstances is improveable on present evidence, but Roman period or earlier (after all, the rectangular boundary arrangement could pre-date the Roman Conquest) will have considerable value in the understanding of this seemingly profitable area.