AN ARCHAEOLOGICAL EXCAVATION ACROSS THE A695 AT FARNLEY GATE, NEAR RIDING MILL, NORTHUMBERLAND

ASSESSMENT REPORT

JUNE 2011

PCA

PRE-CONSTRUCT ARCHAEOLOGY

An Archaeological Excavation across the A695 at Farnley Gate, near Riding Mill, Northumberland

Assessment Report

Central National Grid Reference: NZ 0047 6257

Site Code: FGR 11

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PART A: PROJECT SUMMARY

1. NON-TECHNICAL SUMMARY

1.1 An archaeological excavation was undertaken February-March 2011 by Pre-Construct Archaeology Limited across the A695 at Farnley Gate, Riding Mill, Northumberland. The central National Grid Reference of the site is NZ 0047 6257.

1.2 The work was commissioned by NEDL ahead of an underground electricity cable installation. The Northumberland County Council Conservation Team recommended that the work take place and issued a Brief for its undertaking.

1.3 Farnley Gate is located along a stretch of the A695 that is believed to follow the line of Dere Street Roman road, the remains of which are of significant archaeological interest. Dere Street has been the subject of several archaeological investigations along its length and these have shown variations not only in the width of the road, but also in its construction, presumably reflecting variations in local geology and thus available materials.

1.4 The excavation recorded geological deposits as well as Roman period, undated and modern era archaeological remains. The Roman period remains provided evidence of two phases of the road agger and surface of Dere Street, the main Roman route northwards into Scotland. From Farnley Gate the road ran roughly north-westwards for *c.* 2km up to the crossing of the River Tyne at Corbridge, where the main fort site is thought to have been established on the north bank of the river in the late 80s AD; the road was likely constructed around the same time.

1.5 This Assessment Report is divided into three parts. Part A, the Project Summary, begins with an introduction to the site, describing its location, geology and topography, as well as summarising the archaeological background to the project. The aims and objectives of the work are then set out, followed by full descriptions of the archaeological methodologies employed during both the fieldwork and the subsequent post-excavation work. Part A concludes with an illustrated phased summary of the archaeological remains.

1.6 Part B, the Data Assessment, quantifies the written, graphic and photographic elements of the Site Archive. This part then sets out an archaeological summary discussion before summarising the potential for further analysis of all elements of the collected project data.

1.7 Part C of the report contains acknowledgements and references and there are three appendices to the report, the third being a selection of photographs from the fieldwork.

2. INTRODUCTION

2.1 General Background

2.1.1 This report describes the methodology and results of an archaeological excavation undertaken by Pre-Construct Archaeology Limited (PCA) across the A695 at Farnley Gate, near Riding Mill, Northumberland (Figure 1).

2.1.2 The work, commissioned by NEDL, was undertaken 21 February - 2 March 2011, in advance of an underground electricity cable installation across the A695. The area of investigation comprised four sections of SW-NE aligned trench (Trenches 1a, 1b, 2 and 3), with overall dimensions of *c.* 12.5m x 0.5m, across the carriageway lanes of the A695 and extending into the adjacent pathway or verge (Figure 2).

2.1.3 The excavation was undertaken following a recommendation by the Assistant County Archaeologist, part of the Northumberland County Council Conservation Team (NCCCT). In the area of Riding Mill the A695 is believed to follow closely the line of Dere Street Roman road and thus the installation scheme had considerable potential for encountering archaeological remains of importance from the Roman period. In addition, because the ancient road remained in use throughout the medieval period, and in fact until the end of the 18th century, there was the possibility that evidence from later archaeological eras could be encountered.

2.1.4 The excavation was undertaken according to a Brief[1] prepared by the NCCCT and a Written Scheme of Investigation (WSI)[2] prepared by PCA. As designed, the scheme initially required full, continuous archaeological monitoring during mechanical excavation by the utilities contractor of the open cut trench to ensure that only modern materials were removed. In the event that archaeological remains of note were encountered, the scheme allowed for all further excavation to be undertaken by archaeologists, by hand, in a sufficiently detailed manner.

2.1.5 The format of this Assessment Report follows the methodology outlined in *Management of Research Projects in the Historic Environment* (MoRPHE).[3] The completed Site Archive, comprising written, graphic and photographic records, will be ultimately deposited at the Great North Museum, under the site code FGR 11. The Online Access to the Index of Archaeological Investigations (OASIS) reference number for the project is: preconst1-103159.

2.2 Site Location and Description

2.2.1 The site is located on the A695 *c.* 1.5km to the north-west of the village of Riding Mill in south Northumberland (Figure 1). Its central National Grid Reference is NZ 0047 6257. At this location, *c.* 100m to the south-east of the hamlet of Farnley Gate, an unclassified road joins the south side of the A695, this running north-eastwards and serving as an access road for Shepherd's Dene and Riding Hills.

[1] NCCCT 2011.
[2] PCA 2011
[3] English Heritage 2006.

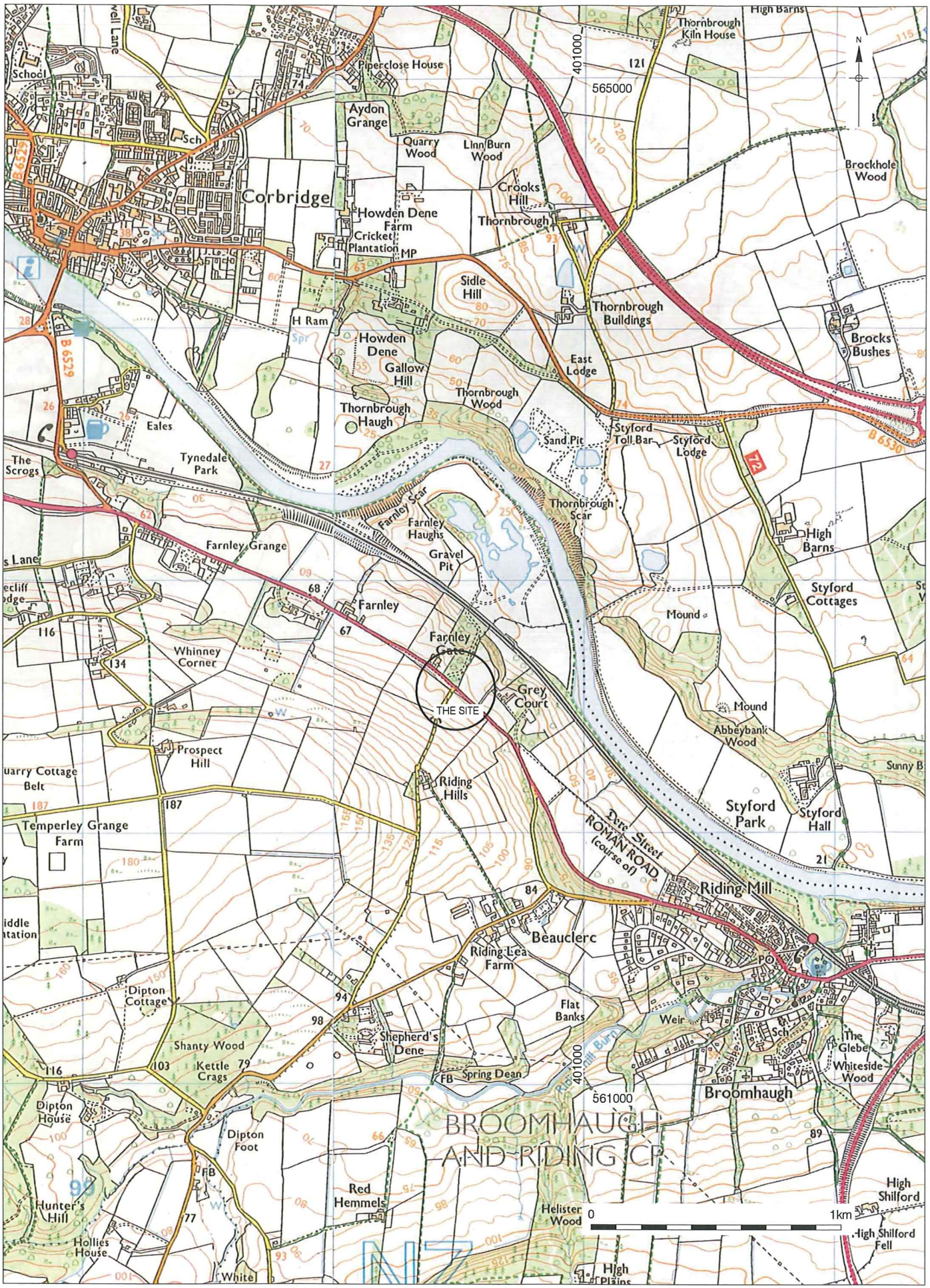


Figure 1
Site Location
1:20,000 at A4

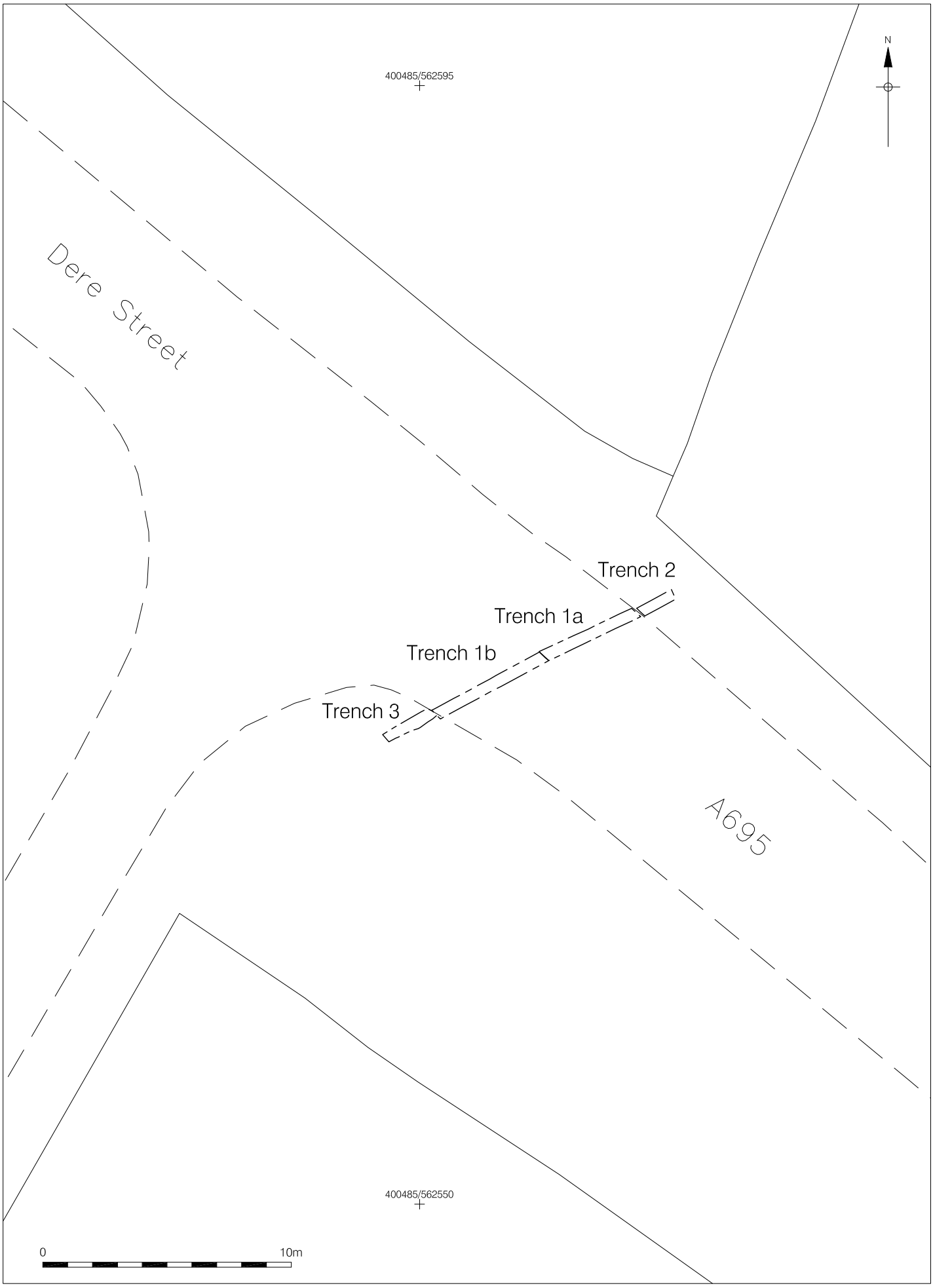


Figure 2
Trench Location
1:200 at A4

2.3 Geology and Topography

2.3.1 Along the southern valley side of the River Tyne, west of Riding Mill, the solid geology is formed by the Stainmore Formation of the lower Carboniferous Yoredale Group.[4] The Stainmore Formation is believed to be entirely of Namurian age and comprises a cyclical repetition of sandstones, siltstones, mudstones, thin limestones and some coals.

2.3.2 The landscape of this area was greatly influenced by the passage of ice sheets during the last glacial period, with Boulder Clay or Till being deposited in a thick blanket over much of the area. Deposition of other glacial debris, mainly sand and gravel, during the final melting stages produced terrace deposits along the Tyne Gap. Throughout the area, the river valley landscapes owe much to the legacy of Pleistocene glaciation and thick glacial, periglacial and glaciofluvial deposits mantle hill slopes and infill valley floors.

2.3.3 In topographical terms, the site is situated on the lower slopes of the steep southern valley side of the Tyne, with present ground level in the vicinity of the site at *c*. 70m OD. To the north of the site, occupying a bend in the River Tyne, is Farnley Haughs, which marks the eastern end of a large alluvial basin that extends upstream as far as Hexham.

2.4 Planning Background

2.4.1 Government guidance on archaeology and heritage conservation is now set out in *Planning Policy Statement 5: Planning for the Historic Environment* (PPS5).[5] At a local level, the 2011 *Northumberland Consolidated Planning Policy Framework*[6] sets out relevant planning policy documents, both statutory and non-statutory, concerning archaeology and cultural heritage. Of note is 'Policy BE27' (saved beyond September 2007 from the 2000 *Tynedale District Local Plan),* which is of particular relevance to the project herein described:

> ***Policy BE27 - Regional and Locally important archaeological sites and settings****. Development, which would be detrimental to regionally or locally important archaeological sites or their settings, will not be permitted unless the proposed development is considered to be of overriding regional importance and no alternative site is available.*

2.4.2 Since the creation of Northumberland County Council as a new unitary authority in 2009, an Assistant County Archaeologist within the NCCCT has had responsibility for archaeological development control – including consultations in respect of utility schemes – in the area which incorporates the former district of Tynedale. Since the modern A695 road is suspected as closely following the line of Dere Street Roman road in the vicinity of Riding Mill, the Assistant County Archaeologist considered that the cable installation across the road had potential for important archaeological remains to be disturbed. Accordingly the Assistant County Archaeologist recommended that appropriate mitigation measures should be implemented and issued the aforementioned Brief outlining the requirements of the County Council with respect to the archaeology of the site.

[4] All geological information from the British Geological Survey website.
[5] Department for Communities and Local Government 2010.
[6] The *Northumberland Consolidated Planning Policy Framework* is available on the Northumberland County Council website.

2.4.3 After being commissioned to undertake the archaeological work, PCA prepared the aforementioned WSI in response to the Brief provided by the NCCCT. This detailed the methodologies to be employed during the fieldwork and post-excavation stages of the project.

2.5 Archaeological and Historical Background

The NCCCT Brief was used as the basis of the following summary. The research and writing of the person(s) responsible is gratefully acknowledged. Other information has been taken from publications and other documentation held by PCA, as well as from online sources.

2.5.1 It is for archaeological remains of the Roman period that the site at Farnley Gate has particular potential, since the work is specifically targeting Dere Street Roman road, although for some other archaeological eras there is also some potential.

2.5.2 The Tyne Valley has been an important communication route since prehistoric times and the earliest evidence for utilisation of the valley dates from the Mesolithic period. Chance finds of Mesolithic flint have been recovered from a relatively wide area both to the north and south of the river around Corbridge. To the north-west of the site, near the banks of the Tyne, Mesolithic flint, including microliths, have been found at Shorden Brae. A Neolithic polished stone axe was also found on Dilston Haughs.

2.5.3 Several Bronze Age artefacts have been recovered from the area east of the bridge into Corbridge, on the southern bank of the Tyne *c.* 2km to the north-west of the site herein described. These comprise an Early Bronze Age polished stone axe, a Bronze Age sword, Bronze Age pottery and three Bronze Age axes. A bronze hoard, known as the Farnley Hoard, was discovered on the edge of Farnley Haughs in 1835, during construction of the railway. This comprised two spearheads, fragments of dagger blades and a flanged axe, all dating to the Bronze Age.

2.5.4 The remains of the Roman fort and settlement of *Corstopitum* or *Coria* lie on the northern bank of the Tyne at Corbridge, *c.* 2km north-west of Farnley Gate. This 'main' site was preceded by an earlier fortress at Red House, *c.* 1km west of the main site, where a substantial supply base was established during the northern campaigning of Agricola, which began in AD 79. It is generally accepted that the main network of roads in Roman Britain was built between AD 43 and 81, with secondary roads, for example to industrial sites and agricultural settlements, built in the late 1st and 2nd centuries AD.[7] Dere Street was the major road which ran from the legionary fortress at York through North Yorkshire and County Durham, crossed the Tyne at Corbridge and then continued up through the Cheviots into Scotland and up to the fort at Newstead at the crossing of the River Tweed, ending at the Antonine Wall.[8]

[7] English Heritage 1989.
[8] Rowland 1974.

2.5.5 By the end of the 1st century AD, the Red House supply base had been replaced by the fort at the main Corbridge site, this strategically situated *c.* 4km south of Hadrian's Wall at the junction of Dere Street and the Stanegate (road), the east-west route across the Tyne-Solway isthmus generally thought to have formed part of a frontier system that was a precursor to Hadrian's Wall. A complex succession of forts was built at the main Corbridge site, which reflects the history of the northern frontier, before the site became largely a civilian town, although retaining a military presence.[9] The consolidated remains are mainly from the late 2nd and early 3rd century fort and represent only a fraction of the total area of Roman settlement.

2.5.6 Farnley Gate lies on the stretch of Dere Street between the Roman fort at Ebchester (*Vindomora*) in County Durham and the crossing of the Tyne at Corbridge. From Riding Mill, *c.* 1km to the south-east of Farnley Gate, the postulated line of the Roman road runs roughly north-westwards along the southern valley side of the Tyne, passing Farnley Gate, where it is generally suspected as lying close to or below the route of the modern A695, before changing to a true north-westerly course north of Prospect Hill then crossing Dilston Haughs and running towards the position of the Roman river crossing. Archaeological work at Riding Mill Farm in 1995 located and investigated the road, thus fixing its position to the south-west of Farnley Gate, and the results of that work are summarised in due course below.

2.5.7 Dere Street has been the subject of several archaeological investigations along its extensive length. Its construction largely conforms to that generally seen for most other, but not all, Roman roads in Britain.[10] Roads were generally laid upon a well-constructed embankment (agger) of varying height, in order to provide a properly drained base. The material for the agger was generally derived from the excavation of a broad 'scoop-ditch' along one or both sides of the road, or sometimes from a series of pits alongside it. Some roads had a 'road zone' set out prior to construction, this delineated by parallel, narrow, shallow ditches. These were placed well back from the road with the agger built centrally between them. Margary noted that the widths recorded for such zones indicated two classes of main roads, one with ditches *c.* 25.50m apart (centre to centre) and secondary class with ditches *c.* 18.90m apart.[11]

2.5.8 Across Roman Britain there was great variation in agger design and construction. In some places just a simple earth bank was raised, while in others the agger was carefully built up in layers of stone or other material to the required height. The most important routes, such as Ermine Street, saw the agger up to 1.80m high and 15.0m wide, while lesser routes had much less substantial or even almost non-existent embankments, with the road surface effectively laid directly upon the existing ground surface.[12] However, for most Roman roads in Britain, the width of the agger lies between 8.0m and 13.0m, and its height is typically *c.* 0.75m.[13]

[9] Bishop and Dore 1989.
[10] Margary 1965; Davies 2002.
[11] Margary 1965, 22.
[12] Margary 1965, 21.
[13] English Heritage 1989, 4.

2.5.9 Upon the agger was the actual road carriageway, sometimes with a foundation of large stones below the surface treatment, which varies greatly across Britain. A few locations have produced evidence of paving stones on the road surface, while no metalling at all was evidently used in places. More typically, however, rammed pea gravel or fine to medium pebbles were used, with flint, chalk and even iron slag also used to a lesser extent. Whatever was used, the aim was to provide a durable surface treatment suitable for a variety of traffic including carts and horses. The most important routes had carriageways up to 9.0m wide, with lesser roads around 4.50-5.50m wide and roads in more rural locations down to 3.0-3.50m wide.[14] The road surface was often steeply cambered to assist drainage, with this being a design feature facilitated by the method of construction of the agger. Durability was sometimes increased by the use of kerbs along either side of the agger; cut stone was used for such a purpose on the Devil's Causeway Roman road in Northumberland.[15] If necessary, roads were accompanied by side drainage features, mostly simple ditches presumably along the line of the original 'scoop ditch', but there are also examples of stone- or timber-lined drains and even stone-built culverts running alongside the agger; a notable example of such culverting occurs on Dere Street at High Rochester (the site of the Roman fort *Bremenium), c.* 38 km north of Corbridge.

2.5.10 The aforementioned work at Riding Mill Farm, *c.* 1km to the south-east of Farnley Gate, identified a *c.* 50m length of Dere Street crossing the site, as summarised in the Brief for the work herein described. The road was *c.* 8.0m wide and comprised three successive surfaces 0.20m, 0.15m and 0.25m thick (latest to earliest). It was not established whether the carriageway was kerbed or if roadside ditches were present. The work also revealed a compacted surface of cobbles, gravel and sand over the southern edge of the road, this interpreted as a medieval road or boundary running on the same line as an earthwork feature in the fields to the west of the site. There was also evidence of a post-medieval track overlying the medieval road, in sum this work providing strong evidence for a sequence of roads from the Roman to post-medieval periods.

2.5.11 Rowland recounted the words of antiquarian Roger Gale who in 1711 wrote of Dere Street near Ebchester as being *'....in a direct line along one of the most entire, regular, and large ways I ever saw, and the ridge being for the most part 2 yards* [*c.* 1.80m] *in height, full 8 yards* [*c.* 7.30m] *broad, and paved with stone, that it is at present as even as new laid.'*[16] Writing about the same Roman road some two hundred years later, travel writer Jessie Mothersole said, *'It is difficult to believe that such was its condition only a little more than two centuries ago, when to-day we have to search even for vestiges'.*[17]

[14] Margary 1965, 21.
[15] English Heritage 1989, 4.
[16] Rowland 1974, 19. The source of Gale's account is not given.
[17] Mothersole 1927.

2.5.12 Three temporary Roman camps - all Scheduled Ancient Monuments - are located at Farnley Grange, *c.* 1km to the north-west of the site herein described, on the north side of the A695. Such camps (also known as marching camps) were rectangular or sub-rectangular enclosures constructed to accommodate troops either when out on campaign or as practice camps. They were surrounded by a single ditch and inner earthen rampart and in plan are invariably straight-sided with rounded corners. The Farnley Grange camps comprise the entire circuit of one camp and the northern sections of two adjacent camps. None of the camps survive as upstanding earthworks, but they are clearly visible on aerial photographs. All three camps lie to the north of Dere Street on the river terrace.

2.5.13 The site at Farnley Gate is located to the immediate east of a large mound which has been variously interpreted as a natural mound or an artificial feature possibly representing a medieval or Roman signal station or look-out post.

2.5.14 The Anglo-Saxons chose a spur of land to the east of the main Roman settlement in Corbridge as the location for their village and monastery. While Corbridge grew into an important medieval market town, smaller villages are known to have existed at Riding, Lee and Farnley.

2.5.15 It is generally thought that Dere Street remained in use throughout the medieval period, a theory supported by the findings of the work at Riding Mill Farm, and in fact until the end of the 18th century, as a major cross-border thoroughfare. It seems to have finally fallen out of significant use in the early 19th century with the end of cattle droving. As previously stated, at Farnley Gate the course of the modern A695 has long been suspected as closely following the line of the earlier route.

2.5.16 Land in the vicinity of the site was utilised as agricultural land throughout much of the post-medieval period and the Ordnance Survey 1st edition map of *c.* 1850 shows that the present field system around the site has remained unchanged since at least the mid 19th century.

3. AIMS AND OBJECTIVES

3.1 Project Aims

3.1.1 The broad aim of the archaeological investigation was to ensure that regionally important archaeological remains were not destroyed without first being adequately recorded.

3.1.2 Additional aims of the project were:

- to compile a Site Archive consisting of all site and project documentary and photographic records, as well as all artefactual and palaeoenvironmental material recovered;
- to compile a report that contains an assessment of the nature and significance of all data categories, stratigraphic, artefactual, *etc.*

3.2 Research Objectives

3.2.1 More specific research objectives to be addressed by the project were formulated with reference to the main existing archaeological research framework, *Shared Visions: The North-East Regional Research Framework for the Historic Environment* (NERRF)[18] which highlights the importance of research as a vital element of development-led archaeological work.

3.2.2 The relevant key research priority for the Roman period in the NERRF research agenda and strategy is 'Rii. Roads and communication' which states that '*The Roman communication network in the region is only superficially understood and a greater understanding of its development is a priority*' and goes on to stress that '*There has been very little excavation of roads in general...*'.

3.2.3 Therefore, the specific objectives of the archaeological project were:

- to precisely locate Dere Street Roman road within this vicinity;
- to identify and record all relevant construction methods for the Roman road, and those derived from any subsequent archaeological eras, including the presence or absence of roadside gullies, ditches or kerbs.
- to gather dating evidence for any archaeological remains.

[18] Petts and Gerrard 2006.

4. ARCHAEOLOGICAL METHODOLOGY

4.1 Fieldwork

4.1.1 The archaeological fieldwork on the A695 at Farnley Gate was undertaken in accordance with the relevant standard and guidance document[19] of the Institute for Archaeologists (IfA). PCA is an 'IfA-Registered Organisation'. The Brief provided by the NCCCT and the WSI produced by PCA provided the relevant project-specific documentation.

4.1.2 The fieldwork was undertaken 21 February – 2 March 2011.

4.1.3 The work initially involved full, continuous archaeological monitoring during mechanical excavation by the utility contractor of various portions of an open cut trench across the carriageway of the A695 road and its associated footpath or verge, to ensure that only modern or other unimportant strata were being removed. As soon as archaeological remains of note became apparent all further excavation was undertaken by PCA staff and carried out by hand in a sufficiently detailed manner down to the depth required for the cable installation.

4.1.4 In total, the excavation area was linear, aligned SW-NE and measuring *c.* 12.5m in length by *c.* 0.50m wide, with a total area of *c.* 6.25m^2 (Figure 2). It comprised four separately excavated sections of trench (designated Trenches 1a, 1b, 2 and 3), with this staged approach being necessary principally for the purposes of traffic management.

4.1.5 Trench 1a ran SW-NE across the south-eastbound carriageway lane, while Trench 1b ran NE-SW across the north-westbound carriageway lane, with these two sections of trench meeting in the middle of the roadway. Trench 2 continued the north-eastward route of Trench 1a, crossing the footpath alongside the road carriageway. It was recorded for a short distance until modern services truncated all archaeological strata. Trench 3 continued the south-westward route of Trench 1b into the grass verge alongside the road carriageway, with recording continuing until no further archaeological deposits of note were observed.

4.1.6 The maximum dimensions at ground level and maximum depth of each portion of trench were:

- Trench 1a – 4.10m SW-NE x 0.50m wide x 0.96m deep.
- Trench 1b – 4.96m NE-SW x 0.48m wide x 0.93m deep.
- Trench 2 –1.2m SW-NE x 0.44m wide x 0.84m deep.
- Trench 3 – 2.0m NE-SW x 0.52m wide x 0.87m deep.

4.1.7 Excavation continued down to the maximum required depth for the cable installation with all underlying deposits left undisturbed. Trenches 2 and 3 both continued for some distance away from the road and their mechanical excavation was monitored. In both cases detailed recording ceased when areas of high disturbance were encountered, these caused by previously-installed utilities running alongside the road. Beyond these areas of disturbance only modern and geological deposits were observed and Trenches 2 and 3 were deemed to have ended.

4.1.8 At the conclusion of the archaeological recording within each portion of trench, the utility contractor undertook the cable installation and reinstated the trench.

[19] IfA 2008a.

4.1.9 Archaeological excavation and recording was undertaken in accordance with recognised archaeological practice and following the methodologies set out in PCA documentation.[20] Excavated features, structures and deposits were recorded in plan at a scale of 1:20 relative to a survey 'baseline' established within the excavation area. Excavated features, structures and deposits were recorded in section and drawn at a scale of 1:10. The survey baseline was located relative to the Ordnance Survey grid using a Leica Viva Smart Rover Global Navigation Satellite System (GNSS). The Smart Rover instrument provides corrected Ordnance Survey co-ordinates in real time, to an accuracy of 1 cm.

4.1.10 Archaeological remains were recorded using a 'single context planning' system. All features, structures and deposits were cleaned with hand tools to facilitate characterisation and recording and, where appropriate, excavation. All features and deposits were recorded using the PCA *pro forma* 'Context Recording Sheet'.

4.1.11 A detailed photographic record of the investigations was compiled using SLR cameras. This comprised black and white prints and colour transparencies (on 35mm film), illustrating the principal features, structures and deposits in detail and in general context. All photographs of this nature included a clearly visible graduated metric scale. Digital photography was used to supplement the photographic record.

4.1.12 Two Temporary Bench Marks (TBM) were established on site using the Smart Rover instrument. TBM 1 was located on the kerb of the south-eastbound carriageway of the A695 to the west of Trench 1a; it had a value of 69.11m OD. TBM 2 was located on the corner of a drain inspection chamber cover in the verge of the north-westbound carriageway to the east of Trench 1b, this had a value of 68.83m OD. Levels were taken on all archaeological remains, with reduced heights recorded on the appropriate paperwork.

4.2 Post-excavation

4.2.1 This Assessment Report enumerates the evidence from the site and sets out a formal assessment of the collected data.

4.2.2 The stratigraphic data from the site is represented by the written, drawn and photographic records. Post-excavation work involved checking and collating site records, grouping contexts, constructing a matrix, and phasing the stratigraphic data. A written summary of the archaeological sequence was then compiled, as described below in Section 5. The contents of the written, graphic and photographic archive are quantified in Section 6.

4.2.3 A high priority of the project was the dating any archaeological remains. Therefore, it was intended that all relevant artefacts and finds would be retained with the intention of specialist assessment. However, the work failed to recover any artefactual material.

4.2.4 The palaeoenvironmental sampling strategy was to recover bulk soil samples from suitable, archaeological deposits. To this end, no suitable deposits were revealed.

[20] PCA 2009.

4.2.5 The complete Site Archive, in this case comprising only the written, drawn and photographic records (including all material generated electronically during post-excavation) will be packaged for long term curation. In preparing the Site Archive for deposition, all relevant standards and guidelines documents referenced in the Archaeological Archives Forum guidelines document[21] will be adhered to, in particular a well-established United Kingdom Institute for Conservation (UKIC) document[22] and a recent IfA publication.[23] The Site Archive will be quantified, ordered, indexed, and internally consistent. The depositional requirements of the receiving body, in this case The Great North Museum, Newcastle, will be met in full.

[21] Brown 2007.
[22] Walker 1990.
[23] IfA 2008b.

5. PHASED SUMMARY OF THE ARCHAEOLOGICAL SEQUENCE

During the excavation, separate stratigraphic entities were assigned unique and individual 'context' numbers, which are indicated in the following text as, for example [123]. The archaeological sequence is described by placing stratigraphic sequences within broad phases. An attempt has been made to add interpretation to the data, and correlate these phases with recognised historical and geological periods.

5.1 Phase 1: Natural Sub-stratum

5.1.1 Phase 1 represents natural geological material, exposed within the base of Trenches 1b, 2 and 3. Natural material was not reached in Trench 1a at the maximum depth of excavation.

5.1.2 The natural sub-stratum in Trenches 1b and 3 comprised loose, mid reddish brown silty sand, [40] (Figures 3, 4 and 5; Plates 10, 13, and 14). Sterile in nature, with just occasional fine and medium sub-rounded pebbles throughout, it was recorded at a maximum height of 68.62m OD, this *c.* 0.30m below the existing road carriageway level, at the south-western end of Trench 1b.

5.1.3 In Trench 2, layer [29] was generally similar in composition to layer [40], although mid orange yellow in colour (Figures 3, 4 and 5; Plate 11). It was recorded at a maximum height of 68.43m OD, this *c.* 0.70m below existing pavement level. The fall in the recorded height of the natural sub-stratum from south-west to north-east reflects the natural topography of the valley side location of the site.

5.1.4 Deposits [29] and [40] are interpreted as representing the glacial debris which is known to comprise river terraces along the Tyne Gap.

5.2 Phase 2: Earliest Phase of Dere Street Roman Road

5.2.1 Phase 2 represents deposits associated with the initial construction of Dere Street Roman road. No dating evidence was recovered to corroborate this interpretation, which is based on the form of the overall structure, and its location.

5.2.2 A substantial layer, [11]=[16], comprising mid brownish orange silty sand with frequent to occasional fine and medium sub-rounded pebbles and cobbles, was recorded as the basal deposit in Trench 1a (Figures 3 and 5, Plates 2, 3 and 4). The portion recorded as layer [16] was at least 0.52m thick, continuing below the limit of excavation, and was recorded at a maximum height of 68.61m OD. Deposit [11]=[16] effectively formed the Roman road agger, while its uppermost portion was noticeably more compacted, with a higher frequency of pebbles and cobbles, this probably the surviving metalling of the road surface. To the north-east, the upper surface of layer [11] sloped away to create a concave edge to the agger. There was no evidence for a roadside ditch adjacent to the agger in either Trench 1a or 2.

5.2.3 To the south-west, in Trench 1b, layer [11]=[16] effectively continued as layer [39] (Figures 3 and 5, Plate 7). This deposit was at least 0.38m thick, and while for the most part it continued below the limit of excavation, it was seen to directly overlie the natural sub-stratum in the middle portion of the trench, raising the possibility that the agger material may have infilled a broad construction cut in the underlying glacial material.

5.2.4 The maximum recorded SW-NE extent of all the materials interpreted as collectively comprising the original road agger was *c.* 6.20m. Although it is difficult to be certain due to modern intrusions and the limits of the excavation, the excavated evidence indicates that the complete agger structure may have been *c.* 8.0m wide.

5.2.5 There was some evidence to suggest that the road surface had been repaired along its north-eastern limit, where a thin band, [7], of compact mid brownish pink silty sand and fine and medium sub-rounded pebbles, was recorded. This deposit, recorded at a maximum height of 68.46m OD, had a maximum thickness of 70mm and was observed for 0.42m SW-NE, truncated to the south-west.

5.2.6 The overall width of the road carriageway in this initial form could not be established precisely due to a large modern intrusion in the south-western portion of Trench 1b. However, on the basis of the excavated evidence, a carriageway at least *c.* 4.0m wide is likely.

5.3 Phase 3: Second Phase of Dere Street Roman Road

5.3.1 Phase 3 represents a subsequent phase of development of the Roman road, likely to have also originated during the Roman period, although again no dating evidence was recovered to corroborate this interpretation.

5.3.2 The earliest deposits associated with this phase of activity have been interpreted as levelling material directly overlying the earlier road structure. A dump deposit, [5], comprising firm, dark brownish grey silty sand, with occasional fine rounded pebbles, overlay the sloping north-eastern edge of the original road agger. Up to 0.29m thick it was visible for 0.90m SW-NE, continuing beyond the limit of excavation to the north-east. Two essentially similar levelling deposits, [8] and [9], were recorded to the south-west in Trench 1a, these varying only slightly in colour and consistency from deposit [5] (Figure 5, Plates 3 and 4). Both overlay parts of what is assumed to have been the main carriageway of the road.

5.3.3 Further to the south-west, in Trench 1b, levelling deposit [9] likely continued as deposit [38], (Figure 5, Plate 8). In this area the deposit varied from loose to compact but had an essentially similar composition of mid brownish grey silty sand, with occasional flecks of coal and fine sub-rounded and sub-angular pebbles throughout. It had a maximum thickness of 0.12m and extended 1.68m SW-NE, having been truncated to the south-west.

5.3.4 The levelling deposits described above provided a sub-base for the Phase 3 road metalling, which was recorded in several parts due to modern intrusions. Within Trench 1a, the surface material was recorded to the north-east as layer [10] and to the south-west as layer [15] (Figures 4 and 5, Plate 1). Within Trench 1b, it was recorded as layer [37] (Figures 4 and 5, Plate 7). At each location it comprised compacted cobbles within a mid brownish orange silty sand matrix. The various deposits varied in thickness from 0.10m to 0.22m and the maximum recorded height was 68.69m OD. In total, these deposits extended 5.30m north-east to south-west, truncated to the south-west and meeting the limit of excavation to the north-east. The excavated evidence therefore suggested that the overall width of the road was significantly widened in this phase.

5.4 Phase 4: Undated

5.4.1 Phase 4 represents deposits potentially of Roman, but perhaps more likely post-Roman origin, although a more precise date cannot be ascribed due to a lack of dating evidence and modern disturbance of the strata.

5.4.2 All Phase 4 deposits were recorded within Trenches 2 and 3, either side of the A695 road carriageway. Within Trench 2, two layers of uncertain period of origin were recorded (Figure 5, Plate 11). Overlying natural deposit [29] was a layer, [28], of firm mid brownish grey silty sand, very 'clean' in nature with no inclusions, which extended *c.* 0.80m NE-SW, truncated to the north-east. It had a maximum thickness of 0.17m and a maximum height of 68.54m OD. This deposit was overlain by a layer, [27], of firm silty sand, this light yellowish grey in colour and again very 'clean' in nature. It was recorded for 0.74m NE-SW, again truncated to the north-east, and had a maximum thickness of 0.21m and a maximum height of 68.71m OD.

5.4.3 Although layer [28] had a generally similar appearance to the Phase 3 deposit [5] in Trench 1a, it had a far 'cleaner' composition and the preferred interpretation is that this deposit, along with overlying deposit [27], were dump deposits of uncertain, although probably not Roman, origin.

5.4.4 Trench 3 contained three deposits of uncertain period of origin (Figure 5, Plate 13). The earliest, layer [53], overlay the natural sub-stratum and was a compact deposit of cobbles and silty clayey sand, with a distinct mottled orange and yellowish grey colour. It was observed for *c.* 1.0m NW-SE, truncated to the south-west by modern services, and had a maximum thickness of 0.10m and maximum height of 68.56m OD. It is possible that this layer was a continuation of one of the aforementioned road surfaces, [37] or [39], although the preferred interpretation is that it was probably of post-Roman origin, possibly re-deposited Roman material.

5.4.5 Overlying layer [53] was another layer, [52], comprising firm, silty clayey sand, also with a distinct mottled appearance, this variously light yellowish grey and mid orange brown. Recorded for a similar length as the underlying material, this deposit had a maximum thickness of 0.27m and reached a height of 68.78m OD. It was overlain in turn by a layer, [51], comprising cobbles in a firm, mid orange brown sandy silt matrix. Also seen for *c.* 1.0m, truncated to the south-west, this layer had a maximum thickness of 0.18m and a maximum height of 68.92m OD. Again, the preferred interpretation for these deposits is that they were probably of post-Roman origin, possibly being re-deposited Roman material. They could conceivably represent the surface of a later road, possibly of medieval date, as seen overlying the southern edge of the Roman road in this area.

5.5 Phase 5: Modern

5.5.1 Phase 5 represents modern activity, the majority of the assigned contexts being a variety of services as well as pre-existing and current surface treatments. A brief summary of these remains is set out below. Figure 5 illustrates the remains in section (along with the plates in Appendix C), while Appendix A shows stratigraphic relationships and Appendix B catalogues the remains in summary fashion. Full details can be found in the Site Archive.

5.5.2 A substantial intrusion, [36], was recorded in the south-western portion of Trench 1b. Possibly a linear feature running on an SE-NW alignment, it was *c.* 3.30m wide and *c.* 0.65m deep. Three fills, [35], [34] and [33], were recorded, the two lowermost deposits comprising compact crushed rubble and shale. The uppermost deposit was grey concrete, 0.23m thick and recorded at a maximum height of 68.75m OD. The purpose of the feature is uncertain but it is probably of modern origin.

5.5.3 Trench 2 contained two service trenches which truncated the Phase 4 undated layers. The earliest, service trench [26], contained a single metal pipe, [25], and was backfilled with silty sand, [24]. This feature ran on a SE-NW alignment and its uppermost part was truncated by the later feature, service trench [23]. This was shallower, just 0.12m deep, contained a plastic pipe, [21], and was backfilled with sand, [22], and a thin deposit, [20], of ash and brick dust.

5.5.4 Further service trenches in Trench 3 truncated the Phase 4 undated deposits. The earliest of these, service trench [50], ran on a SE-NW alignment and contained a plastic cable, [49], and was backfilled with sandy silt, [48]. It had been truncated from above by a more substantial service trench, [47], running on similar alignment. This feature was 0.53m deep, contained three plastic pipes, [43], [44] and [45], and was backfilled with sandy silt, [42].

5.5.5 A thick layer, [4], of compact dark bluish grey stone 'hardcore', sealed aforementioned feature [36] and comprised the sub-base for the current A695 road surface. This material was recorded in section along Trench 1a, continuing along Trench 1b. It had a maximum thickness of 0.29m. To the north-east, layer [4] was cut into by the construction cut, [14], for the south-eastbound carriageway kerb, [13], which was set upon a concrete raft, [12]. To the south-west, the north-westbound kerb, [30], occupied a construction cut, [32], with a supporting concrete raft, [31], also visible, although at this location the kerb arrangement evidently pre-dated sub-base layer [4].

5.5.6 In Trench 2, a layer, [19], comprising loose, dark bluish black stone 'hardcore', abutted kerb [13] along its north-eastern side. It was 0.25m thick and was overlain by a similar 'hardcore' layer, [18], comprising looser light grey blue material, this 0.18m thick. These deposits, probably contemporary with road sub-base layer [4], provided the sub-base for the existing tarmac footpath, [17], running alongside the A695. The footpath surface was recorded at a maximum height of 69.11m OD. The current ground surface on the south-western side of the carriageway was formed by soft dark greyish brown sandy silt topsoil, [41], with turf line. It was recorded at a maximum height of 69.10m OD.

5.5.7 A deep intrusion, [3], likely a service trench, ran across Trench 1a, continuing below the limit of excavation. The feature had been excavated through sub-base layer [4]. It contained a single fill, [2], of dark grey crushed stone and clayey silt but there was no evidence of the utility within the trench.

5.5.8 The existing tarmac road surface, [1], of the A695 formed the uppermost deposits in both Trenches 1a and 1b. It was recorded at a maximum height of 69.01m OD.

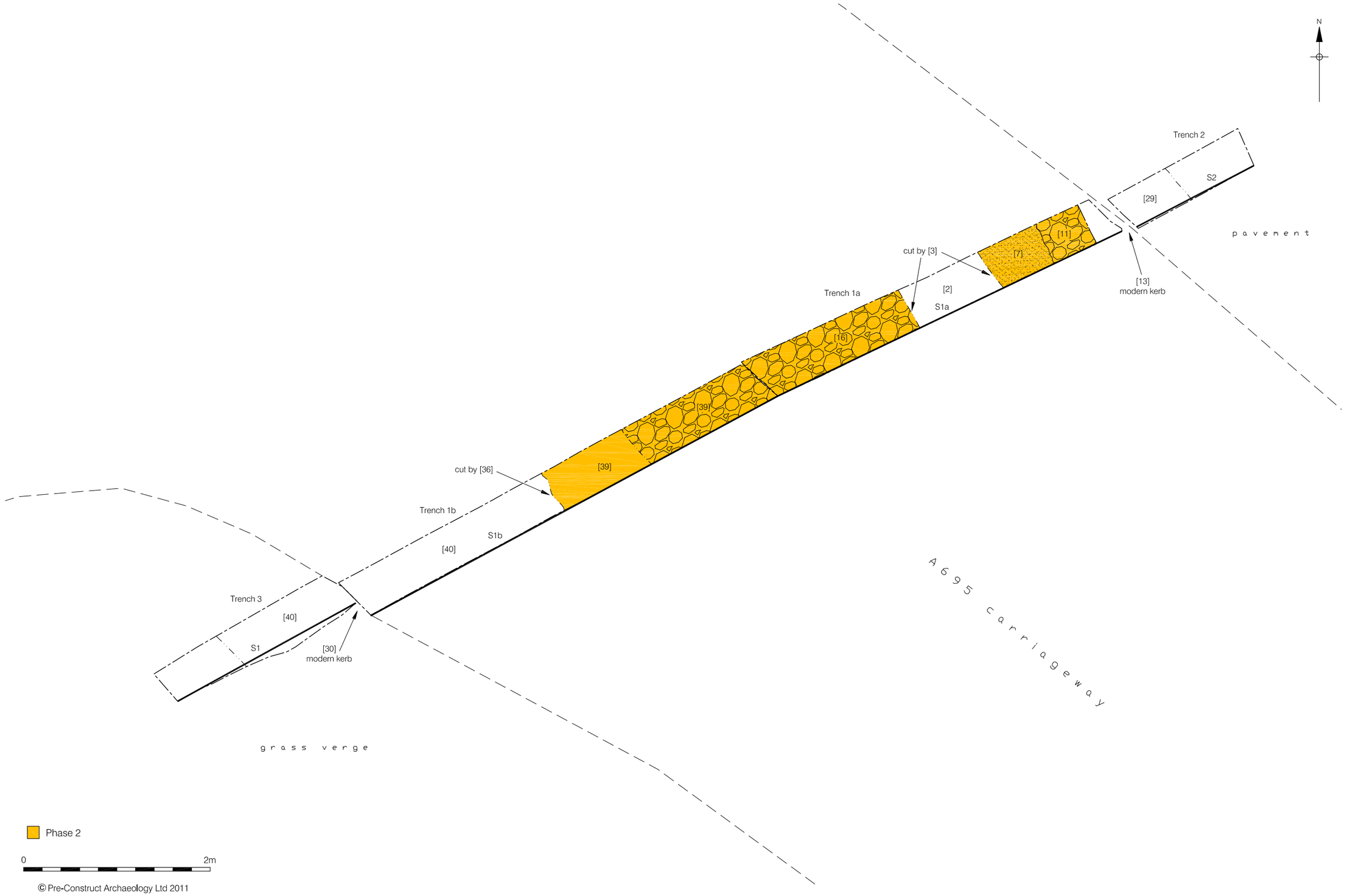


Figure 3
Phase 2 remains
1:40 at A3

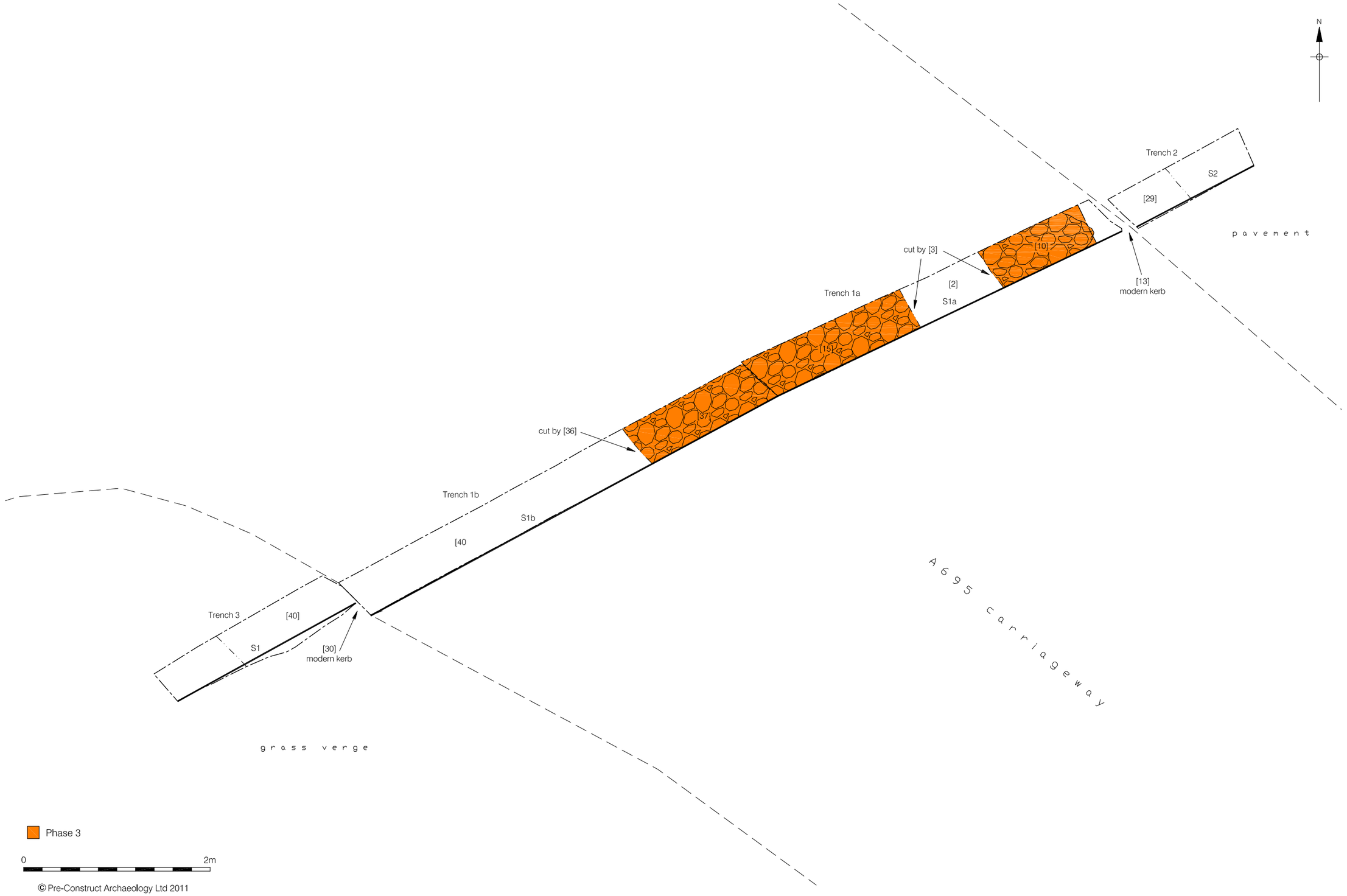
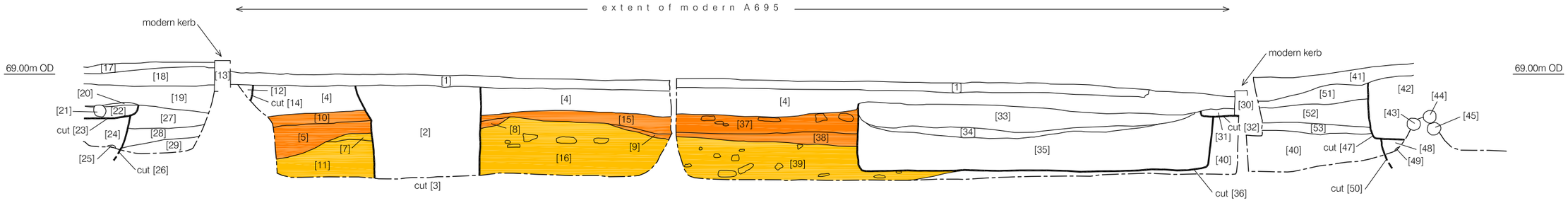


Figure 4
Phase 3 remains
1:40 at A3

NE

SW



Section 2
Trench 2

Section 1a
Trench 1a

Section 1b
Trench 1b

Section 3
Trench 3

Phase 3

Phase 2

0 2m

Figure 5
North west facing section of Trenches 1a, 1b, 2 & 3
1:40 at A3

PART B: DATA ASSESSMENT

6. STRATIGRAPHIC DATA

6.1 Paper Records

6.1.1 The contents of the paper archive are set out in Table 6.1, as follows:

Item	*No.*	*Sheets*
Context register	1	2
Context sheets	51	51
Section drawings	4	6
Plans	10	10

Table 6.1: Paper archive contents

6.2 Photographic Records

6.2.1 The contents of the photographic archive are set out in Table 6.2, as follows:

Item	*No.*	*Sheets*
Colour slide register	1	1
Colour slides	23	2
Monochrome print register	1	1
Monochrome prints	23	3
Monochrome negatives	23	1
Digital photograph register	1	2
Digital photographs	44	N/A

Table 6.2: Photographic archive contents

6.3 Paper and Photographic Archive

6.3.1 The paper and photographic elements of the Site Archive (Site Code: FGR 11) is currently housed at the Northern Office of Pre-Construct Archaeology Limited. The complete Site Archive will eventually be deposited with the Great North Museum in Newcastle for permanent storage and the detailed requirements of the repository will be met prior to deposition.

7. SUMMARY DISCUSSION

7.1 Summary of Findings

7.1.1 Dere Street Roman road is traditionally viewed as starting at York, passing through Aldborough in North Yorkshire and up the line of the A1 as far as Piercebridge in County Durham, when its line is adopted by the A68 as it passes through Corbridge and then Newstead as it penetrates central Lowland Scotland on its way to the Firth of Forth and the Antonine Wall.[24]

7.1.2 Farnley Gate is situated towards the north-western extent of the section of the route which runs between the Roman fort *Vindomora* at Ebchester in County Durham, along the southern valley side of the Tyne to the river crossing at Corbridge, where the main Roman fort and settlement site *(Corstopitum or Coria)* lies to the west of the modern town. Dere Street likely remained in use throughout the medieval period and right up to the end of the 18th century, and is thought to have fallen out of significant use with the end of cattle droving.

7.1.3 Investigations at Riding Mill Farm in 1995 established that, to the south-east of Farnley Gate, Dere Street ran just north of the modern A695, whilst in the vicinity of the site it is suspected as running below or just to the south of the modern road. North-west of Farnley Gate, after a deviation in its alignment, the road crosses Dilston Haughs on its approach to the Roman river crossing.

7.1.4 The excavation at Farnley Gate recorded Roman, undated and modern archaeological remains. The recorded evidence has been assigned to five phases of activity ranging from the earliest geological deposits within Phase 1 through to Phase 5, representing modern activity. Phases 2 and 3 represent Roman period activity, and contain the most significant archaeological remains to be recorded at the site. Remains in Phase 4, these of largely uncertain date, are arguably of lesser significance.

7.1.5 Two deposits were assigned to Phase 1, both of which represent glacial material deposited along the southern valley side of the Tyne.

7.1.6 Phase 2 represents initial construction and use of Dere Street with four deposits assigned to the phase. A thick, compacted layer of silty sand and cobbles comprised the sub-base of the road agger, with a higher frequency of stone in the uppermost portion of this material probably representing the remains of surface metalling. The sub-base overlay the natural sub-stratum and part of the falling edge of the agger was recorded along north-eastern side of the road. The maximum recorded SW-NE extent of all materials interpreted as collectively comprising the agger in Phase 2 was *c.* 6.20m.

7.1.7 Phase 3 relates to a subsequent phase of development of the Roman road, with a total of seven deposits assigned to the phase. Levelling material was evidently dumped onto the road, including over the north-eastern edge of the agger, prior to re-surfacing. This activity appears to have seen the road widened in this phase, although due to modern intrusions and the limits of the excavation, it was not precisely clear to what extent, only that the relevant deposits extended at least 5.30m.

[24] Rowland 1974; 'From Trackway to Road' on Mike Bishop's website.

7.1.8 Five deposits were assigned to Phase 4, all recorded at the north-eastern and south-western extents of the road and all of uncertain period of origin. Some or all could represent re-deposited Roman material derived from the road, with some potentially representing a later, possibly medieval, version of the road.

7.1.9 The remaining structures, features and deposits recorded by the work (a total of 33 contexts) were assigned to Phase 5, all being of modern origin and including all elements of the existing A695 road, its adjacent footpath and verge and underground roadside utilities.

7.2 Interpretation of Findings

7.2.1 The portion of Dere Street running along the southern valley side of the Tyne at Farnley Gate linked to the Roman crossing of the Tyne at Corbridge, where the main Roman site, that of the later fort and settlement, lay on the north bank to the west of the modern town. Just to the east, at Red House, is the site of the earlier Roman vexillation fortress and supply base discovered in 1974 during construction of the A69(T) Corbridge Bypass.

7.2.2 It has been suggested that because the Red House site - demonstrated to be Agricolan by excavation - did not respect the line of Dere Street, it was therefore probably earlier than the Corbridge main site and its crossing point of the Tyne.[25] Furthermore, since the Corbridge main site was likely deliberately located at the important junction of the Stanegate and Dere Street and its associated bridge, a direct connection between the Roman foundation of Corbridge and the construction of Dere Street can be reasonably inferred. In sum, therefore, it is likely that the foundation of the main site at Corbridge and the construction of Dere Street happened at the same time.

7.2.3 Since detailed excavation at the Corbridge main site has established that it must post-date AD 85,[26] Bishop concluded that its foundation was probably linked with the withdrawal from Scotland after the replacement of Agricola, perhaps some time in the late 80s. Thus it is considered that the late AD 80s is a likely foundation date for Dere Street in this area, with the Phase 2 remains at Farnley Gate therefore probably being of this date.

7.2.4 In terms of construction, the earlier phase of Dere Street at Farnley Gate was not particularly unusual in the overall context of Roman road building. Of note was the fact that the material forming the agger directly overlay the natural sub-stratum, without any trace of an intervening palaeosol, suggesting that the agger had been laid in a broad construction cut, possibly excavated between quarry scoop ditches. The implication of this is that the existing ground surface was reduced (presumably including any sub-soil below the existing topsoil) along the 'road corridor', before construction began.

[25] 'From Trackway to Road' on Mike Bishop's website.
[26] Bishop and Dore 1989.

7.2.5 An example of such an approach being adopted during Roman road construction was on the earliest phase of the London to Colchester road, as excavated at Old Ford.[27] The excavator there suggested that quarrying of natural sand and gravel was the purpose of such activity at that site, with the quarry area then being backfilled with clay to provide a more stable sub-base for the agger than the natural sub-stratum. At Farnley Gate, the topographic setting, on the sloping valley side of the Tyne, may also have been a factor in the technique adopted. Margary noted that Roman roads cut along hillsides tended to be generally narrower as greater widths would have entailed far more extensive excavations due to the requirement to create a level terrace for the road.[28]

7.2.6 The surviving portion of the Phase 2 agger was at least 0.52m thick and its maximum recorded width was 6.20m, with a complete structure *c.* 8.0m wide likely, and a metalled carriageway at least *c.* 4.0m wide running along it. These dimensions correlate closely with the findings of the nearest investigation of Dere Street, this at Riding Mill Farm where an 8.0m wide road was recorded. Part of the sloping edge of the agger was recorded along north-eastern side of the road, but there was no evidence for a contemporary roadside ditch.

7.2.7 Phase 3 saw development of the highway, with the overall width probably being increased, as evidenced by infilling over the north-eastern side of the agger and the raising and resurfacing of the carriageway. Maintenance of administrative and military communications was of great importance to the Imperial government and indeed milestone inscriptions from Roman Britain record road maintenance up to the middle of the 4th century,[29] after which point the survival of the routes into later archaeological eras gives its own evidence of continued repair.

7.2.8 Despite the limited area of the excavation, the work at Farnley Gate has provided important further knowledge of the Dere Street Roman road in south Northumberland. Not only has the line of the road been firmly established at this particular location, but further evidence of techniques employed during construction and re-development has been recorded.

[27] Sheldon 1971.
[28] Margary 1965, 21.
[29] Salway 1981.

8. SUMMARY OF POTENTIAL FOR FURTHER WORK

8.1 The archaeological remains recorded at Farnley Gate are of significance at a local and regional level. This assessment of the archaeological data-set has demonstrated that further publication of the results is warranted.

8.2 Academic justification for this is provided by the NERFF key research priority for the Roman period, previously mentioned in Section 3, that is 'Rii. Roads and communication', which states that: '*The Roman communication network in the region is only superficially understood and a greater understanding of its development is a priority*'.

8.3 In sum, it is considered that dissemination of the archaeological evidence from the site through publication would contribute important new information to current understanding of the Roman road network in south Northumberland. It is therefore recommended that the findings of the work should be published in an appropriate outlet; in this case it is suggested that a summary of the results should be prepared for inclusion in *Archaeology in Northumberland*.

PART C: ACKNOWLEDGEMENTS AND REFERENCES

9. ACKNOWLEDGEMENTS AND CREDITS

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PCA Credits

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Fieldwork: Amy Roberts (Site Supervisor), Scott Vance, Rory Foster and Aaron Goode (survey)

Report: Amy Roberts and Robin Taylor-Wilson

Illustrations: Hayley Baxter

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Online Sources

The *British Geological Survey* website at: *www.bgs.ac.uk*/

Keys to the Past, the online Historic Environment Record for Northumberland and Durham, at: *www.keystothepast.info*/

Mike Bishop's website *at: www.mcbishop.co.uk*/

The *Northumberland County Council* website at: *www.northumberland.gov.uk*/

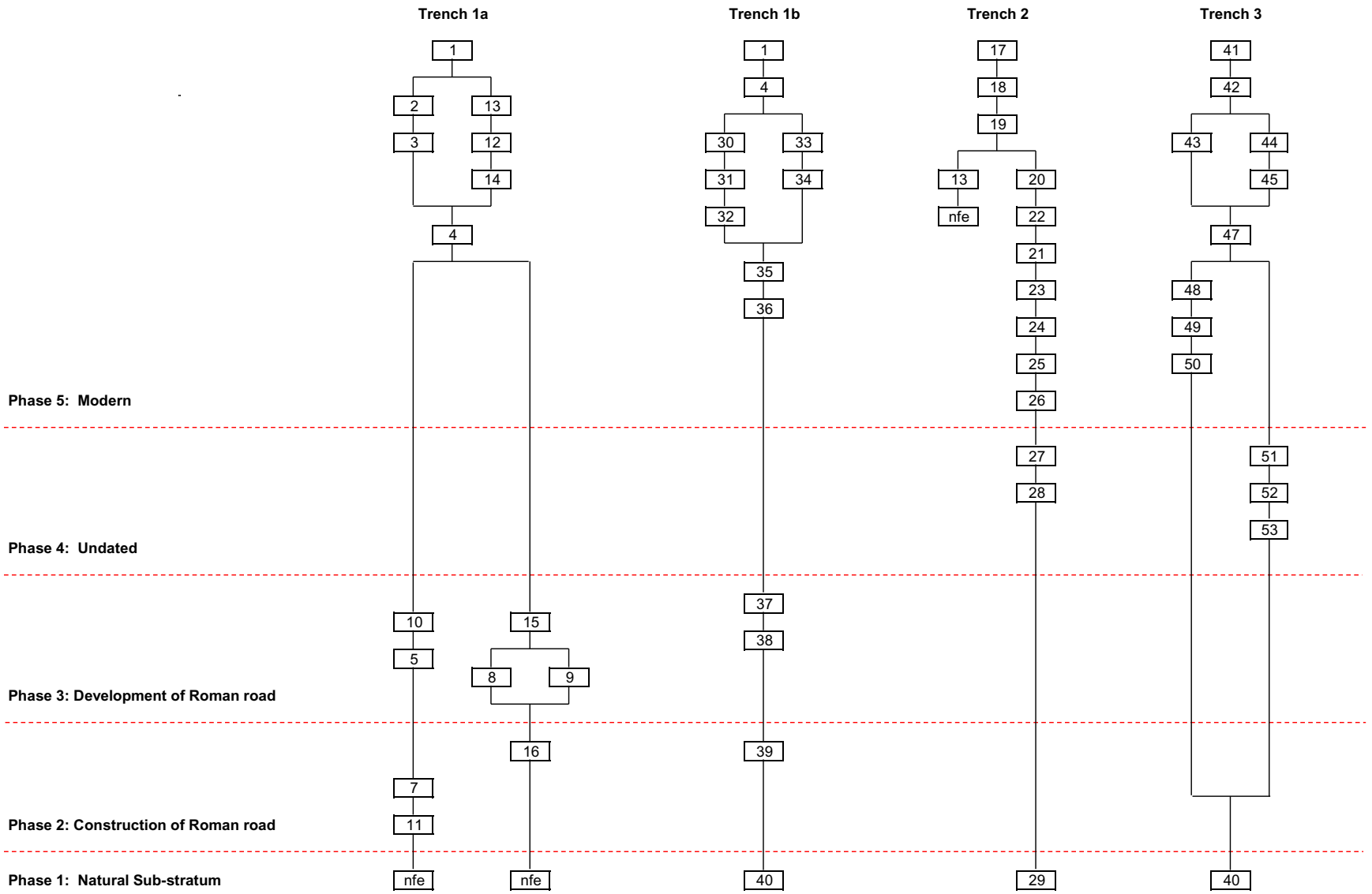
The *Pastscape* website, which contains information derived from the National Monuments Record database, the public archive of English Heritage, at*: www.pastcscape.org.uk*/

The *Roman Britain Organisation* website at: *www.roman-britain.org*/

APPENDIX 1

STRATIGRAPHIC MATRIX

FGR 11: STRATIGRAPHIC MATRICES



APPENDIX 2

CONTEXT INDEX

FGR 11: CONTEXT INDEX

Context	*Trench*	*Phase*	*Type 1*	*Type 2*	*Interpretation*
1	1a & 1b	5	Deposit	Layer	Tarmac road surface
2	1a	5	Deposit	Fill	Fill of modern intrusion [3]
3	1a	5	Cut	Linear	Modern intrusion; filled by [2]
4	1a & 1b	5	Deposit	Layer	Hardcore sub-base for road surface [1]
5	1a	3	Deposit	Fill	Road levelling layer
6	Void				
7	1a	2	Deposit	Layer	Repair for road surface [11]
8	1a	3	Deposit	Layer	Road levelling layer
9	1a	3	Deposit	Layer	Road levelling layer
10	1a	3	Deposit	Layer	Road metalling
11	1a	2	Deposit	Layer	Road agger
12	1a	5	Deposit	Fill	Concrete base for kerb; within cut [14]
13	1a	5	Deposit	Fill	Concrete kerb; within cut [14]
14	1a	5	Cut	Linear	Construction cut for kerb; filled by [12] & [13]
15	1a	3	Deposit	Layer	Road metalling
16	1a	2	Deposit	Layer	Road agger
17	2	5	Deposit	Layer	Tarmac pavement
18	2	5	Deposit	Layer	Hardcore sub-base for pavement [17]
19	2	5	Deposit	Layer	Hardcore levelling layer
20	2	5	Deposit	Fill	Backfill of service trench [23]
21	2	5	Deposit	Fill	Pipe within service trench [23]
22	2	5	Deposit	Fill	Backfill of service trench [23]
23	2	5	Cut	Linear	Service trench; filled by pipe [21] and fills [20] & [22]
24	2	5	Deposit	Fill	Backfill of service trench [26]
25	2	5	Deposit	Fill	Pipe within service trench [26]
26	2	5	Cut	Linear	Service trench; filled by pipe [25] and fill [24]
27	2	4	Deposit	Layer	Dumped layer
28	2	4	Deposit	Layer	Dumped layer
29	2	1	Deposit	Layer	Natural sub-stratum
30	1b	5	Deposit	Fill	Concrete kerb within cut [32]
31	1b	5	Deposit	Fill	Concrete base for kerb within cut [32]
32	1b	5	Cut	Linear	Construction cut for kerb; filled by [30] & [31]
33	1b	5	Deposit	Fill	Concrete capping fill of intrusion [36]
34	1b	5	Deposit	Fill	Secondary fill of intrusion [36]
35	1b	5	Deposit	Fill	Primary fill of intrusion [36]
36	1b	5	Cut	Linear	Modern intrusion; filled by [33], [34] & [35]
37	1b	3	Deposit	Layer	Road metalling
38	1b	3	Deposit	Layer	Road levelling layer
39	1b	2	Deposit	Layer	Road agger
40	1b & 3	1	Deposit	Layer	Natural sub-stratum
41	3	5	Deposit	Layer	Topsoil
42	3	5	Deposit	Fill	Backfill of service trench [47]
43	3	5	Deposit	Fill	Pipe within service trench [47]
44	3	5	Deposit	Fill	Pipe within service trench [47]
45	3	5	Deposit	Fill	Pipe within service trench [47]
46	Void				
47	3	5	Cut	Linear	Service trench; filled by [42]-[45]
48	3	5	Deposit	Fill	Backfill of service trench [50]
49	3	5	Deposit	Fill	Pipe within service trench [50]
50	3	5	Cut	Linear	Service trench; filled by [48] & [49]
51	3	4	Deposit	Layer	Possible cobbled surface
52	3	4	Deposit	Layer	Levelling layer
53	3	4	Deposit	Layer	Possible cobbled surface

APPENDIX 3

PLATES

Plate 1: Trench 1a, Phase 3 road surfaces [10] & [15], looking south-west *(scale 0.5m)*

Plate 2: Trench 1a, Phase 2 road surfaces [11] & [16], looking south-west *(scale 0.5m)*

Plate 3: Trench 1a, north-eastern extent of Section 1a, looking south-east *(scale 0.5m)*

Plate 4: Trench 1a, south-western extent of Section 1a, looking south-east *(scale 0.5m)*

Plate 5: Trench 1a working shot, looking north-west

Plate 6: Trench 1b working shot, looking north-east

Plate 7: Trench 1b, Phase 3 road surface [37], looking south-east *(scale 0.5m)*

Plate 8: Trench 1b, Phase 3 levelling layer [38], looking south-east *(scale 0.5m)*

Plate 9: Trench 1b, Phase 2, road surface [39], looking south-east *(scale 0.5m)*

Plate 10: Trench 1b, modern intrusion [36] in Section 1b, looking east *(scale 0.5m)*

Plate 11: Trench 2, Section 2, looking south east *(scale 0.5m)*

Plate 12: Cable trench continuing north-eastwards from Trench 2, looking north-east *(scale 0.5m)*

Plate 13: Trench 3, Section 3, looking south-east *(scale 0.5m)*

Plate 14: Trench 3 and cable trench continuing, south-westwards, looking south-west *(scale 0.5m)*

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