

Section 15

Trackways and routes

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Cross-references to Digital Supplement in red
Cross-references to Printed Synthesis in brown

The site was divided into a number of sectors by ditches, fishponds, banks, and roads, some apparent as earthworks. These features were investigated to determine sequence and dating for possible planned layout of the property at different times. Evidence came from the main area excavations, and from several minor outlying tracks. Many trackways and routes were long-lived and close dating was not always possible; others had little stratigraphic relationship and few finds. Date ranges are given where possible and uncertainty is indicated. Roads are discussed in geographical groups, in alphabetical order, and by date. Detailed information is given only where there was significant investigation [1.01, 1.03, 1.04, 1.09, 15.01, 15.02, 15.03, 15.04, 15.05, 15.06, 15.07, 15.08, 15.09].

A network of roads and tracks both respected the layout of banks and ditches and cut across it in order to service buildings and groups of structures at different periods.

Landscape groups

GROUP 1, from the north to the northern court: AA

GROUP 2, main east-west division: A, G

GROUP 3, the eastern boundary to the northern court: E, I, M

GROUP 4, main entrance: B, H, O

GROUP 5, edge of fishpond in northern court: C, Q

GROUP 6, southern courtyard series: D, J, K, N

GROUP 7, ways to the eastern fields: E, F, L, R, T, Z

GROUP 8, late droveways: W, X

GROUP 9, outer tracks: P, S, T, U, V, Y

Rt	Group	Duration		Orientation	Description
A	2	5.2	5.2	east-west	Earthwork & timber fenced route south of S20, S17, S16; separates buildings from southern court
B	3	5.2	5.2	north-south	Timber fenced route to S17, springs from centre of Rt A
C	4	5.2	5.2	north-south	Fence line east of fishpond, west of S20, S21; springs from west end of Rt A
D	6	5.1	5.2	north-south	Hollow-way and main road going through southern court leading towards a likely predecessor for gate S33; resurfaced by Rt K. Parallel to north-south CF29
E	7	5.2	5.6	east-west	Track from east towards S19 and perimeter wall between agricultural buildings
F	7	5.2	5.5	north-east/south-west	Track from northern court to S35
G	2	5.3	6.1	east-west	Masonry replacement of Rt A, with Gates S31, S33, S34, S62
H	3	5.3	5.6	north-south	Masonry replacement of Rt B, with Gate S31
I	5	5.2	5.5	east-west	Masonry route to S19
J	6	5.3	5.6 ¹	north-south	Track through centre of southern court to Gate S31
K	6	5.3E	5.4	north-south	Track to Gate S33 from southern court; resurfacing of Rt D
L	5	5.3	6.2?	east-west	Track from east fields to S40 in southern court via S93, the crossing over CF29
M	5	5.5	5.6	east-west	Masonry route to S19 replacing Rt I
N	6	5.4	5.6	north-east/south-west	Track from S42 to S56 in southern court
O	3	6.1	6.1	north-south	Route from Gate S62 to S63 replacing Rt H
P	9	6.2	7.0	north-south	Route across Cocklake to southern court via bridge S92
Q	4	5.3	5.6	north-south	Route to east of fishpond, replacing Rt C
R	7	5.3?	6.1	east-west	Route from southern court to fields to S38 via S94
S	9	5.3?	5.3?	north-south	Route along east side of Close I
T	7	5.3	6.1	north-east/south-west	Route across Close H
U	9	5.3	6.1	approx north-south	Route across Close C, north-east of main buildings complex
V	9	5.3?	5.3?	north-south	Route towards the Pigeoncote S51
W	8	6.2	6.2	north-south	Droeway across site of S35
X	8	5.3?	5.6?	north-south	Droeway through north-west fields by fishpond
Y	9	5.3?	5.3?	north-east/south-west & east-west	Spur off Rt L through Close G
Z	7	5.3? ²	5.6?	east-west	Damming of ditch south of S62 to make a route to the eastern fields via S38 and S95
AA	1	4.1?	5.5	N-S	Access across CF34 from the northern fields

15.01 Trackways and routes by landscape groups, duration, orientation and description

GROUP 1, AA; from the north to the northern court

Route AA

Phase 4.1–5.5?

[3.10=16.05, 3.18=16.06, 3.22=16.07, 4.01=16.08, 4.10=16.09, 4.14=16.10, 4.24=16.11, 4.49=16.12, 4.75=16.13, 15.01]

Track running north-south across CF34, heading for principal buildings

Location Areas 4, 11; T8, 23

Duration P4.1 mid-11th century to ?P5.5, c mid-14th century

Construction evidence gravel and cobbles

Principal underlying and sealing evidence beneath topsoil, cut by P5.6 quarrying

¹ Editor's note: shown on plan for phases 5.3 to 5.5 but text below indicates that it continued in use into phase 5.6.

² Editor's note: while there is evidence for Route Z only from phase 5.3, it was probably in existence earlier, in Period 4.

The first road was a cobbled track leading south from CF34 to S13, S16, and S17, to the east of CF30, CF31, and CF35; it went out of use when quarrying CF21 enlarged CF35.

GROUP 2, A, G; main east-west road, principal buildings

Route A

Phase 5.2

[1.01, 4.14=16.10, 15.01, 15.02, 15.09]

Timber-fenced road dividing the administrative core from the southern close. The early timber fence lines of P5.2 lining Rt A ran east-west, entering the northern area as Rt B, funnel to S17, running north along the east side of the fishpond as Rt C.

Location Area 11, T13

Duration P5.2 late 12th century

Construction evidence redeposited soil, cobbled surface, and timber posts CT3.

Principal underlying and sealing evidence scoured natural and P3 and 4 features associated with S7, the P5.1 enclosure bank to the east, and P5.1 deposits to the west. Sealed by final phase directly beneath demolition spreads and topsoil. Gate S33 cut the P5.2 bank; cut by the P5.4 cemetery wall.

A raised roadway Route A was constructed on the southern edge of the northern enclosure bank forming the boundary between the area of principal buildings and the southern courtyard.

Postdating the south road Route D, a substantial post-built fence lined Route A, which was constructed along the southern limit of the main buildings, partially cutting the bank terrace; it also funnelled Route B into the central zone leading to S17. A laid surface of cobbles mixed with building debris lay upon the phase 5.1 surfaces which sealed S7.

Further timber uprights, slightly further south, but on the same east-west alignment were part of this fence. The fence line comprised a double line forming an alley, at least in its eastern portion: only three postholes remained in the southern run, but the road surface was visible. There was no indication of a continuation of this southern fence line further west on the east-west alignment, but it turned north as Route C from bridge S26 to run up the side of the site between the buildings and the fishpond to the west. Loamy deposits built up during this and phase 5.3 activity.

Route G

Phase 5.3–6.1

[1.01, 4.24=16.11, 4.49=16.12, 4.75=16.13, 5.01=16.14, 5.03=16.15, 15.01, 15.03, 15.09]

Walled road between the administrative area and the southern courtyard

Location Area 11, T13

Duration P5.3 early/mid-13th century to P5.6 mid-15th century. The line of the route continued in use in P6.1, but the walls had been demolished.

Construction evidence post pits, pitched carstone (CT19), carstone footings (CT18), metalling comprising carstone slabs, gravel, cobble, and pebble deposits.

Principal underlying and sealing evidence successor to Rt A. Sealed by final phase directly beneath demolition spreads and topsoil. (Gate S33 cut the P5.2 bank). The structure was cut by the phase 5.4 cemetery wall. The central portion was continuously repaired and in places substantially rebuilt.

Phase 5.3

The main east-west roadway Route G divided the complexes of buildings to north and south. Ancillary movement zones spurred from this to service groups of structures and their yards. The eastern stretch of Route G comprised two parallel walls made of pitched carstone and carstone blocks up to 0.50m long, laid flat. There was a pathway of cobbles and carstone rubble up to 2.50m wide between them. This eastern length of road saw extensive remetalling. It is possible that the two masonry lines carried a superstructure for a covered walkway; if so, it may not have used the whole width of the footing. Straddling the cambered roadway, and placed centrally along its length was a rectangular structure or structures (S33), built in two parts forming a compartment approximately 2m by 2m giving access into the main buildings area and the southern courtyard.

An eastern gateway S34 was situated at the far end of the double walling/kerbing, which appeared to be confined to the length of road east of the central gate. The evidence for this building was almost entirely destroyed by later activity, but appeared to comprise two compartments which may have been open-ended or with wooden gates. A further possible entrance, S49, either pierced the eastern stretch of road a few metres west of S34, or was laid against the southern edge of the road. There was no indication of a track servicing it from the south.

From gate S31 westwards the road was made up of large carstone blocks, erratic cobbles, and gravel spreads laid directly on the phase 5.2 surfaces. The east-west road Route G was metalled at its western end with a mixture of cobbles, pebbles, and gravel layers interleaved with loamy clay and a cobbled surface. Its northern limit was marked by the south wall line of S30 that partly overlapped it to the north, as did the make-up layer for the construction of S29. There was little evidence to confirm a southern wall. The western bridge/gate S53 was constructed at this time.

Phase 5.4

S30 was extended west with no change to the position of the road. The eastern stretch of Route G was considerably rebuilt. Later in phase 5.4 the central gate S33 was blocked by a 10m stretch of gravel mixed with carstone and clay tile fragments over the demolished foundation. Constructed over this base was a solid wall of pitched carstone measuring 7m long and up to 1.70m wide. A further 4.50m of robbed-out walling was seen further east. Much of the kerbing or walling was replaced by building on the same alignment. The whole eastern length was remetalled with dumps of cobble, pebble, and gravel layers. S34 to the east of the road was demolished and replaced by a paved drain belonging to S77. No discernible changes were seen on the western stretch.

Phase 5.6

S62, Masonry gate

[25.03]

A two-roomed gatehouse S62 was built at the eastern end of Route G. Made of pitched carstone it probably had a cob superstructure. It was open at the east end and the main room ended by going over the drain in S77. The western end of the smaller room was open. There was some patching of the eastern road, but no discernible modifications to the west.

Phase 6.1

Alterations concentrated on the western portion of the road. The western road surfaces were levelled off and nearly completely replaced by copious deposits of yellow hogging up to 0.25m thick. New gateway S64 was constructed at the east

end of S30, forming a heavily cobbled entrance Route O to the courtyard leading to S63.

For the western portion of Route G only relative stratigraphic dating is possible for the most part, using the construction periods of impinging buildings S20, 29, 30, and S53. It continued in use for a considerable period, making precise dating of particular deposits problematical, but pottery and other finds indicate an early/mid-13th-century date range.

GROUP 3: I, M; the northern boundary to the northern court

Route I

Phase 5.2 to 5.5

[1.01, 4.14=16.10, 4.24=16.11, 4.26, 4.49=16.12, 4.75=16.13, 15.01, 15.09]

Location Area 11, T30

Duration P5.2 early to mid-13th century to P5.5 mid- to late 14th century

Construction evidence masonry, CT17, 21

Principal underlying and sealing deposits P5.1 surfaces; P5.4 destruction spreads associated with S76, S78.

Discontinuous lengths of masonry walls and pebble and cobble surfaces were seen to the north of the principal buildings to the east of S19. These were similar in appearance to the sequence running parallel and to the south, Route G. See Route M.

In phase 5.2 the northern boundary to the main complex was a single wall running towards the north-east corner of S19 as if it was a continuation of its north wall. It was roughly parallel to the north wall of S16 and had a gateway S76 [4.14, 26.07] with two narrow piers at either side.

In phase 5.3 an inverted T-shaped wall S78 [4.24, 26.08] ran south from the boundary wall, to the west of S76. To the south-east wall S77 curved inwards to form another entrance.

Phase 5.4 saw two entrances in the north wall: S76 and S79. S78 was dismantled and a wall just to the west of gate S76 ran southwards to form an east wall to S85 [4.49, 26.09]. The south-west corner of S85 was formed by the north-east corner of the north room of S54; this may have changed S85 into a large entrance porch. The north-west corner of S85 had a narrow opening S78; this was a pedestrian entrance with two stub walls projecting north.

In phase 5.5 gate S76 and its eastern wall length were dismantled and replaced by a wall S76B built 1m further north [4.75, 26.10]. When it neared gate S76, wall S76B curved south to meet the junction of the north wall of S85 and the east corner of gate S79. The entrance to the west of S85 was blocked by a wall abutting the north of S54 and the exterior of the western wall of S79.

Phase 5.6 saw a contraction of S85 [26.11]. The western entrance had been blocked in phase 5.5, and that blocking was surmounted by a square stone plinth just north of S54 which could have been some sort of buttress or a stair base to an upper room. The whole of the eastern wall of S85 was dismantled and a new wall 3.40m long built against S76 immediately to the east of gate S79 and heading south. This reduced access to a narrow opening in S79 into a corridor (S85) with an entrance some 2m wide giving access to the east.

Route M

Phase 5.5–5.6

[1.01, 15.01, 15.09]

Location Area 11, T30

Duration P5.4 mid- to late 13th to mid-14th centuries to P5.6 late 14th to mid-15th centuries

Construction evidence masonry CT17

Principal underlying and sealing evidence over debris associated with S76, S78. Under P6.1 destruction debris

Discontinuous remains of a masonry footing and gravel and cobble spreads ran along the north side of the northern court. Approximately 22m remained before turning south to form a narrow entrance 0.70m wide (S79). This appeared to be a replacement for the earlier track Route I. The area was badly robbed.

GROUP 4: B, H, O; the main entrance forming the central court

Route B

Phase 5.2

[1.01, 4.14=16.10, 15.01, 15.02, 15.09]

Opposite the main entrance to S17 the row of posts along Route A turned inwards to form a wide entrance, Route B, narrowing as it went north to S17.

Route H

Phase 5.3

[1.01, 4.24=16.11, 15.01, 15.09]

The narrowing fence line was remodelled in masonry slightly further south, though the timber entrance passage to S17 may have been retained initially. The hard surface of cobbles and tile fragments which lay on the phase 5.2 ground surface continued to accumulate. A gate S31 was built at the point where it joined the southern court. The walls closed towards the south entrance to S17. Side entrances led to the cemetery, to S28, and to S29. The walls opened out at their southern limit, leading directly to the east–west Route G. The remnants of a well-laid stone-surfaced yard with traces of surface drains led to a gateway set in the roadway (S31A and B). Set west of centre, this was represented by wall footings followed by traces of floor levels.

Phase 5.6

[1.01, 15.01, 15.09]

The floor of Route H leading to S17 was paved with cobbles.

Route O

Location Area 11, T13

Duration P6.1 mid- to late 15th to mid- to late 16th centuries.

Construction evidence carstone and erratic cobbling and paving, gravel.

Principal underlying and sealing evidence P5.6 yard surface of Rt H; P6.2 demolition debris.

Phase 6.1

[1.01, 15.01, 15.09]

The walls of Route H were levelled and incorporated into the surface of the yard. The courtyard surface was renewed with cobbles and a thick deposit of yellow gravel was deposited over a band some 2m wide over the central carriageway of

S64, and led to the south entrance of **S63**. The gravel, identical to that of phase 6.1 Route G, ran through the centre of the space previously occupied by the 'pincer walls' Route H. Contemporary with the gravel path, and to the north of **S64**'s western chamber, was an area of particularly heavy duty cobbling and paving. This measured 3m by 2.50m, but probably extended over the whole of the forecourt of **S63**. It incorporated large slabs of carstone up to 0.50m long, erratic cobbles 0.25m long, and included fragments of reused limestone coffin lid.

Phase 6.1

Routes G, O, S62, S64

[1.01, 5.03=16.15, 15.01, 15.03, 15.09]

The entrance walls along Route G to **S62** were demolished and debris spread west where they were incorporated into the surface. Heavy duty cobbling at the entrance of **S64** was gradually concealed by accumulating loamy spreads and mortar patches. The eastern length of the Route G continued in use.

GROUP 5: C, Q; edge of fishpond in northern court

Route C

[1.01, 15.01, 15.02, 15.09]

Location Area 11, T13, 23

Duration P5.2 late 12th to c 1200

Construction evidence cobble and pebble

Principal underlying and sealing evidence the track lay upon P5.1 deposits and was sealed by Rt Q

A cobble and pebble spread ran along the east side of **CF33**; there was clear demarcation between its surface and the loams to the east. The line was marked by a fence line and **S106**. It joined Route A adjacent to bridge **S26**.

Route Q

[1.01, 15.01, 15.04, 15.09]

Location Area 11, T13

Duration ?P5.3 early to mid-13th century to P5.6 late 14th to mid-15th centuries

Construction evidence gravel and cobble spread.

Principal underlying and sealing evidence the track lay upon P5.2 and 5.3 surfaces, its northern section sealing the eastern part of **S57**. It was sealed by P6.1 demolition debris.

Gravel spreads and cobbles were laid down over earlier yard surfaces, contiguous with hard surfaces of Route G, running north through the gate sequence associated with **S53**. Deposits were patchy towards the north, with ill-defined edges, but generally followed a 5m wide path along the edge of the fishpond. They were laid down at different times, the latest being after the demolition of **S57** when the track was extended over the eastern part of the building.

GROUP 6: D, J, K, N; southern courtyard

Route D

[1.01, 4.01=16.08, 15.01, 15.09]

Phase 5.1

The first road in the southern courtyard was Route D. This was a metalled road aligned north-south and heading towards the gap between **S16** and **S17** in phase

5.1. It had a substantial fence line to the west, and divided the southern courtyard into two. There may have been a direct association with S11 immediately to the east.

Phase 5.2

[1.01, 4.14=16.10, 15.01, 15.09]

The roadway was hollow with use; S48 was built on its west side. The concave nature of the track became more pronounced the further north it went until it rose at the point where it joined the east-west road and its associated fence Route A. The raised bank on which Route A was constructed removed any surviving junction between Route D and the buildings area to the north. Substantial postholes were visible to the west for a north-south fence line running parallel to the road, dividing the courtyard into eastern and western areas.

Phase 5.3

[1.01, 4.26=16.11, 15.01, 15.09]

The northern, hollow, end of the road leading through the south courtyard Route D seems to have been upgraded and replaced on the same line by a high quality carstone Route K. Shortly afterwards S47 was built across it, butting up to the eastern side of a new section of road to the west, Route J. Route J became the main thoroughfare from the south.

Phase 5.5

[1.01, 4.75=16.13, 15.01, 15.09]

Only the northern 15m of Route K survived robbing, and comprised large carstone blocks closely set over a gravel, clay and cobble bed. The south part was a mixture of slight hollow-way and an intermittent scar of crushed carstone which derived from robbing. S47 appeared to bridge it, and may have slightly postdated it.

Route J

[1.01, 4.24=16.11, 4.49= 16.12, 4.75=16.13, 5.01=16.15, 15.01, 15.09]

Location Area 9, T30

Duration P5.3 early to mid-13th century to ?P5.6³ late 14th to mid-15th centuries

Construction evidence cobbled surface and sandstone blocks

Principal underlying and sealing evidence

Period 5.2 yard surfaces;

Period 6.1 demolition debris.

The main road from the southern courtyard veered to the west, leading to the main gateway S31. The road at this point comprised large slabs of carstone closely fitting together. Lighter metalling carried through into the entrance to S17. Posts dividing the courtyard were removed. The roadway was remetalled and continued south to a point just short of the Cocklake Stream before heading north-west towards S43.

The main access route in the southern courtyard divided it into two equal sectors. Close-set sandstone blocks over clay, gravel, and cobble foundation were largely robbed away, but indicate a high class road leading to the entrance to the principal buildings in the northern courtyard. The road may have survived to serve gate S64 in phase 6.1.

Route J continued as a metalled road, gravel and carstone, which ran from the southern end of the north-south stretch of Route J, parallel to the Cocklake

³ Editor's note: shown on phase plans to phase 5.5, but may have continued in use into phase 6.1, see text description.

stream, south-west of dam S44 and Bank 1, heading for S43 on the western side of the south court. It was out of use in phase 5.6, while S42 was operational.

Route K

Phase 5.3

[1.01, 4.24=16.11, 15.01, 15.09]

S47 was constructed over the resurfaced Route K, but the road survived to service S45 and S46 to the east. Gate S33 was built in phase 5.3, giving contradictory evidence regarding the longevity of the road. It may be that the western compartment of S47 fell out of use, or, perhaps less likely, it acted as a gateway itself.

Route N

[1.01, 4.24=16.11, 15.01, 15.09]

Location Area 9, T30

Duration P5.4 mid- to late 13th to mid-14th centuries to P5.6 late 14th to mid-15th centuries.

Construction evidence hardcore

Principal underlying and sealing evidence the track crossed over P5.3 yard surfaces and the backfilled pond. Sealed by P6.1 destruction debris.

A narrow, slightly raised track about 1m wide ran from the north-eastern side of S42 to S56. It was made of a mixture of materials: tile debris, carstone fragments, clunch, gravel, and cobbles and skirted the western edge of the largely backfilled pond before entering a gateway into the walled compound for S56. Here it terminated at the south-west corner of the building.

GROUP 7: E, F, L, R, T, Z; ways to the eastern fields

Route E track, perimeter bank

[1.01, 15.01, 15.09]

Location Areas 6, 11, T30

Duration P5.2 late 12th to c 1200

Construction evidence earthwork with masonry (CT16?)

Principal underlying and sealing deposits the track was laid upon P5.1 surfaces, utilising the P5.2 gully backfill. The eastern end was sealed by Rt F (perimeter wall and track).

Phase 5.2 gully and track

[1.01, 4.14=16.10, 15.01, 15.09]

A shallow gully ran east-west forming the northern boundary to the site. This was backfilled and consolidated with pebble, loam, and gravel spreads that appeared to have formed a trackway, extending to the east from Route I, later Route M. Its limits were not seen, but it extended for at least 25m, possibly extending beneath the phase 5.3 bank.

Phase 5.3 perimeter wall

[1.01, 4.24=16.11, 15.01, 15.09]

The area to the south-east of Route F was formed into a courtyard by constructing the right-angled Bank 6 and wall and the north wall of S36. This bank extended the line of Route E that may have extended beneath it for some distance.

Route F track

[1.01, 15.01, 15.09]

Location Area 6, T30

Duration late P5.2 c 1200 to P5.5 mid-15th century

Construction evidence hardcore track

Principal underlying and sealing deposits the track was built upon P5.2 clay loams and cobble spreads.

It was partially sealed by S77 and the south end of S35, and sealed by topsoil. A track comprising mixed materials ran diagonally from the eastern edge of the main buildings complex to the agricultural complex to the north-east, and joining Route T.

Phase 5.2

[1.01, 15.01, 15.09]

A spread of gravel, pebbles, carstone fragments, and erratics was laid down from the north-east corner of the backfilled boundary ditch CF29 forming a track which headed north-east. Fragments of roof tile were incorporated into the upper surface and are probably intrusive. The track turned to run between Closes C and K forming a courtyard and joining track Route T to the north. It was irregular in form, varied in width between 5m and 7m, but was generally around 5m wide. It was traced for a length of about 55m during excavation and topsoil stripping.

Phase 5.3

[1.01, 4.24=16.11, 15.01, 15.09]

The main part of the track remained operational but its south end was sealed by boundary wall S77 and it led to the southern end of S35 to the north.

Route L

Phase 5.3-?6.1

[1.01, 4.24=16.11, 4.49=16.12, 4.75=16.13, 5.01=16.14, 5.03=16.15, 15.01, 15.05, 15.09]

Over 300m of track Route L heading east from the southern courtyard was seen from aerial photography, soil marks, observations during soil stripping, earthworks, and excavation. The track could represent the main access to the buildings complex from the east. Where excavated at the eastern edge of the site (Trench 25), it was between 3.50m and 4m wide. The metalled surface comprised heavy cobbles up to 0.15m across and was marked by deep wheel ruts along its exposed length. It was flanked on its northern side by a ditch 2m wide and 0.60m deep at the base of a marked slope surmounted by a parallel gully.

The bank and ditch sequence pertaining to Route L continued west, heading for the crossing over the Period 4 boundary ditch to S40, interrupted by quarrying. Four spur roads sprang from it, Routes S, V, Y, and CF70.

Phase 5.3

[1.01, 4.24=16.11, 15.01, 15.09]

The ditch CF29 was backfilled to form a raised ford over which a substantial gravel and cobbled surface was constructed; this was associated with the east entrance to S40.

Phase 5.4

[1.01, 4.49=16.12, 15.01, 15.09]

The construction of S55 caused the disuse of the west end of the route, but the finds from road surface and building occupation were difficult to distinguish from each other. Other sections of the route appeared to be much longer lived, but dating evidence was sparse. The gully at the eastern end of the site

produced Sf 1955 knife 1600–1700, the ditch Sf 1954 horseshoe 1250–1325, the road surface one undatable horseshoe; the rest, including Sf 1952 horseshoe 1250–1325, came from topsoil.

Route R

Phase 5.3–6.1

[1.01, 4.24=16.11, 4.49=16.12, 4.75=16.13, 5.01=16.14, 5.03=16.15, 15.01, 15.09]

Location Area 6, T30

Duration ?P5.3 early to mid-13th century to P6.1 mid- to late 16th century.

Construction evidence masonry CT23

Principal underlying and sealing evidence footings lay upon natural boulder clay and the cut for the P4 ditch. They were sealed by S38 destruction debris and topsoil.

Fragmentary lengths of flimsy walls ran west from an opening in S38; they went partly down the slope of the ditch towards the base of the S40 earthwork Bank 2, and formed an access across the still open Period 4 ditch to the north and south of Route R. The masonry matched that of S38, being drystone, carstone rubble, and large erratics.

Route T

Phase 5.3–5.6

[1.01, 15.01, 15.09]

Location Areas 5, 3, 12, T2–5, 15, 20

Duration P5.3 early to mid-13th century to P6.1 late 16th

Construction evidence cobbling

Principal underlying and sealing evidence lay over natural boulder clay and P5.2 surfaces. It was sealed by P6.1 deposits and topsoil.

Route T was the northernmost section of a major route over 250m long which bisected the site running north-west/south-east then north-south to the east of the main complex of buildings. The overall route comprised Route T, Route W, and CF70, and merged with Route L at an approximate right angle. The southern part was visible as a hollow-way which became shallower as it went north, becoming a firm cobbled courtyard that swelled to fill the space generated by S52 and S35 before continuing as a cobbled track some 3m to 4m wide in Trenches 15 and 20. There were indications of tile and carstone patching in Trench 20 where the finds indicate a late date for final use.

Route Z

Phase ?5.3–5.6?

[1.01, 4.24=16.11, 4.49=16.12, 4.75=16.13, 5.01=16.14, 15.01, 15.09]

Location Area 6, T30

Duration ?P5.3⁴ early to mid-13th century to ?P5.6 late 14th to mid-15th centuries

Construction evidence masonry

Principal underlying and sealing evidence bridge S95 lay within, and on the eastern edge of the P4 ditch CF29. Destruction debris from P6.1 S37 lay upon it.

An access to the eastern range of agricultural buildings was constructed on the eastern edge of the Period 4 ditch. A mass of masonry, roughly rectangular in shape and measuring 5.50m by 2.50m, was seen to the west of S37 and north of the earthwork for S40, effectively blocking the ditch, allowing access into the courtyard. The open ditch still lay to the south.

⁴ Editor's note: while there is evidence for Route Z only from phase 5.3, it was probably in existence earlier, in Period 4.

GROUP 8; late droveways from north and north-east: W, X

Route W

Phase 6.2

[5.17=16.16, 15.01, 15.06, 15.09]

Location Area 5, T2-5

Duration P6.2 late 16th century onwards

Construction evidence slots containing postholes CT34

Principal underlying and sealing evidence the constructional features cut P6.1 S68. Sealed by topsoil.

Two parallel loam-filled slots up to 25m long and 12m apart, ran diagonally across the trench. They were 0.30m wide and 0.15m deep and contained 29 postholes packed with clay. Most posts were seen in the western slot, their spacing sufficiently irregular to suggest that there was more than one post-setting event. The space between appeared to be unsurfaced, except possibly with turf, but contained two parallel linear features 1m apart and up to 11m long towards the western limit. It was unclear whether these were the result of ploughing, rutting, or structural. They continued into both sections.

Route X

Phase 5.3-5.6?

[1.01, 4.24, 4.49, 4.75, 5.01, 15.07, 15.01, 15.09]

Location Area 4, T8

Duration ?P5.3 early to mid-13th century to ?P5.6 late 14th to mid-15th centuries

Construction evidence slots containing posthole CT34, stakeholes CT4

Principal underlying and sealing evidence cut P4 surfaces. Beneath topsoil

Two parallel but discontinuous slots up to 20m long and 3m apart were within Trench 8 [15.07]. They ran approximately north-south and continued into the northern section where they were located a further 12m north in Trench 8A, giving a minimum length of 32m. The western slot contained five postholes; the eastern contained a concentration of nine stakeholes, mainly to the north. Further postholes were associated, mostly along the eastern edge of the eastern slot. There were two ragged (?animal) disturbances inside.

Straddling the slots were four circular features of unknown function, S107: the largest of these was approximately 2.25m across, comprising a circular gully 0.50m wide encompassing a level surface. There were two to the east and two to the west of Route X, but seemingly randomly spaced. A group of four post pits arranged as a rectangle 2m by 3m, S102, lay to the east of Route X and may have respected CF34.

GROUP 9; outer tracks: P, S, T, U, V, Y

Route S

Phase 5.3

[1.01, 15.01, 15.05, 15.09]

Bank, ditch, and gully turned north respecting track Route S which ran at right angles to Route L. Both routes appeared to be contemporary. Route S, surfaced with gravel, lay in the bottom of a hollow-way which was traced for 25m, running parallel to the probably-contemporary field boundary.

Routes V and Y

Phase 5.3

[1.01, 15.01, 15.05, 15.09]

Two spur roads were recorded leading from Route L at a midway point between the junction with Route S and the crossing over the Period 4 ditch. Both routes were contained within hollow-ways. Route V consisted of a depression carrying a cobbled track curving northwards towards the area of S51. It may have joined with a short length of similar make up which led to S51, but the junction had been destroyed by quarrying. Route Y, curving gently southwards then continuing in a westerly direction, was at least 60m long, and was surfaced with gravel on clay loam; it appeared to terminate at the bank lining the northern bank of the Cocklake stream where there was no obvious indication of a crossing, but could have turned south-west.

Route P

Phase 6.2

[1.01, 5.17=16.16, 15.01, 15.09]

Location Area 8 and across the Cocklake stream

Duration P6.2 late 16th century to P7 modern

Construction evidence hardcore and pebble

Principal underlying and sealing evidence the track overlay the eastern end of S41. Sealed beneath topsoil.

Crushed building debris 3m wide and 0.16m deep was laid over a bedding of close-set pebbles forming a substantial trackway leading from the extreme edge of the Cocklake stream, over the demolition debris of S41, and into the courtyard where it mingled with other courtyard materials.

Route U

Phase 5.3-6.1

[1.01, 15.01, 15.09]

Location Area 5, T21

Duration P5.3 early to mid-13th century to P6.1 mid- to late 16th century.

Construction evidence cobbling, ?fenced hollow-way

Principal underlying and sealing evidence lay on P3 surface. Beneath topsoil

A hollow-way with a cobbled surface ran for 60m to the north-east of the main buildings complex. Four postholes ran on its northern edge, possibly representing a fence line.