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BANBURY TOWN CENTRE REDEVELOPMENT: Evaluation of the Canal and Riverside Urban Landscape (Zone 3)

by

BUFAU

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1.0 SUMMARY

This report describes the results of the below-ground evaluation of the canal and riverside urban landscape for Banbury Shopping Centre Limited. Two evaluation trenches were excavated near the perimeter of Banbury bus station, following an extensive ground-probing radar survey which identified several features of potential archaeological interest. A further trench, on the putative site of the medieval Cuttle Mill, will be evaluated after Castle Street has been closed. Two major watercourses of medieval origin were found - the former course of the Cuttle Brook, which also formed the Borough boundary after 1554, and another channel to the north. Excavation on the site of Cuttle Mill may show if one, or even both, of these channels were tail-leats from the Cuttle Mill. Other historic features included later-medieval and post-medieval groundsurfaces of the river and late-18th century canal frontages. Several features relating to the 19th century industrial development of the canal wharf were also found.

2.0 INTRODUCTION

An initial archaeological assessment to identify the implications of development defined three zones of different archaeological character within the overall development area of the proposed Castle Quay Shopping Centre in Banbury (Ferris, Leach and Litherland 1991). The three zones were respectively - Zone 1, The Castle Area; Zone 2, The Bridge Street/Mill Lane Triangle; and Zone 3, The Canal and Riverside Area. Specific evaluation strategies were suggested for each zone, designed to reflect their individual character and historical development. This interim report outlines the results from two of the three trenches planned to be excavated as part of the evaluation of the Canal and Riverside Area (Fig.1). Excavation of the third evaluation trench will take place after the closure of Castle Street. The work reported upon here was undertaken in August 1997 by a team from Birmingham University Field Archaeology Unit, on behalf of Banbury Shopping Centre Limited. The results are presented with reference to two ground-probing radar (GPR) surveys carried out by Stratascan (Stratascan 1997a and 1997b), together with an analysis of the relevant historic mapping and written sources.

In accordance with the guidelines laid down in Planning Policy Guidance Note 16 (DoE 1990), a recommendation for a phased programme of archaeological work was made by the County Archaeological Officer of Oxfordshire County Council. The scope of this work was defined in the ***Eighth schedule (archaeological section) of the Draft 106 Agreement***, and a written scheme of investigation for the evaluation phase given in ***Banbury Town Centre Redevelopment: A Project Design for Archaeological Evaluation*** (Ferris and Litherland 1996, 6-7), which was approved by Paul Smith of the County Archaeology Office of Oxfordshire County Council. The purpose of the field evaluation stage of the archaeological work was to gather

sufficient information to establish the presence/absence, extent, condition, character, quality and date of any archaeological deposits within the Canal and Riverside Area. The results of the evaluation, when integrated with the detailed foundation design of the new development, will provide a basis for proposals to be made for appropriate further action to mitigate the effects of redevelopment upon any significant archaeological deposits or features. Below-ground evaluation has already been completed and reported upon for Zone 2 (Coates and Litherland 1997), while the fieldwork stage of evaluation has also been completed in Zone 1, and a report will follow shortly.

3.0 THE STUDY AREA AND ITS SETTING (Fig.1)

Today, the Canal and Riverside Area comprises a roughly triangular-shaped unit of 0.5ha. of land bounded by the canal to the east, Mill Lane to the south, Castle Street to the west and the bridge over the canal to Spiceball Park to the north (NGR centre: SP45854070). The protected Scheduled Ancient Monument of Tooley's Boatyard occupies the north of Zone 3, Banbury bus station the south. With the exception of Tooley's Boatyard, the Canal and Riverside Area will be affected by the construction of a new retail centre. Groundworks and services for the new buildings will impact upon the buried archaeology across the whole site. The bus station will be relocated to land behind the former Temperance Hall at the junction of Bridge Street and the new Inner Relief Road. However, at this predevelopment stage, it was necessary to carry out the archaeological work while the bus station remained operational.

No previous archaeological work or discoveries are documented within Zone 3 prior to the current redevelopment scheme. However, a comprehensive building survey of Staley's Warehouse and a detailed history of the development of the canal wharves to the east of Mill Lane was written when the Inner Relief Road was punched through that area (Kinchin-Smith 1992). This work was preceded by an evaluation carried out by the Oxford Archaeological Unit (Chambers *et al.* 1991). A more complete analysis of the historical development of the study area, together with a full set of documentary references is presented in ***Banbury Town Centre Redevelopment, An Archaeological Assessment*** (Ferris, Leach and Litherland 1991, 18-21); however, a summary of the key points follows below.

The Canal and Riverside Area represents, as it were, a link between the castle precinct and the commercial and domestic development towards Bridge Street. It stands nevertheless in its own right, as an important focus for Banbury's waterborne communications and commerce. The proximity of the river, and later the canal, had considerable implications for the development of the area. An important factor shaping this development was the river cliff of the Cherwell, land beyond it being liable to seasonal flooding. The river cliff has been inferred to run in an arc from behind 64 Bridge Street towards the lock near Banbury Mill (Chambers *et al.* 1991, 1). The lock breached the river cliff at this point. Banbury Mill, formerly the medieval Bishop's Mill, probably used the fall of the river cliff to provide a head of water. Therefore, the land within Zone 3 probably lies wholly upon the better drained sands, gravels and lias clays immediately above the floodplain of the Cherwell valley.

The exploitation of water resources for power and transport was realised commercially at Banbury from an early date. Three watermills are noted in the Domesday survey. The Bishops Mill, fed by a leat off the Cherwell, dates to at least the 13th century. Written references to the Cuttle Mill begin in the early-15th century, but the mill itself could, of course, predate these. A lease of 1510 recorded that the Cuttle Mill stream fed into the castle moat and fishpond, which implies that these features were in close proximity. In 1547 the castle passed from the ownership of the Bishop of Lincoln to the Crown. A Crown survey of 1552 noted that the Lordship comprised the castle and courts and gardens, a fish stew, watermill and adjoining fisheries and meadows (Beesley 1841, 217). The fish stew, watermill and adjoining fisheries and meadows must have been situated between the castle and the Cherwell. Once again, 16th century references to boats using the Cherwell may be a written record of activity carried out from a much earlier date, and raise the possibility of a riverfront wharf. By 1606, Cuttle Mill appears to have fallen into disuse, but later, during the Civil War, this area would have formed an important part of the outer defences of the castle, guarding against a flanking manoeuvre between the Castle and the Cherwell.

By 1778, the canal from Coventry to Oxford was completed as far as Banbury. For 12 years Banbury was the terminus of the canal until the section to Oxford was finished in 1790. The precise location of the canal terminus between 1778 and 1790 remains uncertain. The main company wharf at Mill Lane, now underneath the bus station, is perhaps the best candidate. It was always known as 'the Old Wharf', and possessed a sufficiently large basin to allow a canal boat to turn around; in addition, the break in level represented by the river cliff would have made a natural stopping point. However, the detour of the canal between the river cliff-lock and the bridge is carried on a raised embankment above the flood plain of the river, as specified in the original Oxford Canal Act of 1769, in order to skirt the land of Jonah George, one of the canal company proprietors. Castle Wharf was built in 1792 by James Golby, a prominent Banbury grocer and coal merchant. The canal transported cheaper and better quality coal from the Warwickshire coalfields southwards, and grain from the fertile Banbury hinterland northwards. The growth of trade is reflected in the quantity of coal unloaded at Banbury; in 1793, for example, 8389 tons were unloaded, but by 1845 this figure had risen to *c.*30,000 tons. The arrival of the railway in the 1850s heralded the beginning of a marked decline in canal trade although this took place over a number of decades.

4.0 METHOD

Field evaluation was by radar survey, followed by targetted trial trenching (Trenches 1-3). In Trench 1 and Trench 2 the modern overburden was removed using a mini-digger with a toothless-ditching bucket after the cutting of the tarmac surface. Subsequently, the trenches were then cleaned and recorded, and a sample of the exposed archaeological features and deposits was excavated by hand in order to characterise and date them. All excavations were carried out by qualified field archaeologists, from the Birmingham University Field Archaeology Unit, and

recorded on *pro-forma* record cards, complemented with scale drawings of sections and plans where necessary. A complete photographic record was maintained and all finds were kept and processed. All the records from the evaluation phase of work will be held at BUFAU until completion of the overall project. Trench 3 was not excavated in this first phase.

5.0 RESULTS

Trench 1 (Fig.2)

The results from Trench 1 mainly relate to the later post-medieval development of Banbury Wharf and the nearby Scheduled Ancient Monument of Tooley's Boatyard. Therefore, for clarity, the results from this trench are presented chronologically, beginning with the latest activity associated with the clearance of the Banbury Wharf, proceeding back in time to the development of the canal wharf and its antecedents.

The bus station

The present Banbury bus station was built in 1962 on the site of the former Banbury Wharf. The entire site, demarcated today by the canal to the northeast, Mill Lane to the east and south, Castle Street to the west, and Tooley's Boatyard (now Morse Marine) to the north, was cleared of buildings. The level of Factory Street, which ran south of Tooley's Boatyard, was reduced from 93m in 1881 (1st ed. OS 1:500) to 92.5m today. The only clue to the former position of Factory Street is the footings of a swing bridge across the canal to the northeast of Trench 1.

Generally, the tarmac surface of the bus station was bedded upon a 0.2m thick base of grade 1 aggregate, with the exception of the south end of the trench. Here, there was a 0.4m thick layer of ironstone rubble (1020). The rubble directly overlay the brick pavioured floor (1011) of a building. The north wall (F104) of this building had been levelled and overlain directly by the tarmac. To the north of wall F104, a series of very mixed deposits relating to the removal of Factory Street (1000) were cleared by machine to a level of 91.8m A.O.D. where a coherent banded archaeological surface was found, which was subsequently cleaned and excavated by hand.

The canal-side warehouse

Wall F104 was constructed in English bond from machine-cut brick and hard white mortar. Wall F104 was aligned NE-SW, was four bricks wide, and had a substantial splayed brick foundation. The external face of F104 was to the north. Internally, the building was not cellared. South of F104 a brick paviour floor (1011), height 91.68m A.O.D., included a number of reused clamped bricks which were bedded upon a layer of crushed brick (1012). The construction cut (F105) for wall F104 was 1m wide, and was filled with brick rubble (1023 to the north, 1025 to the south). South of F104, F105 cut 1013, the layer directly overlain by the bedding of the internal floor surface (1012). To the north, F105 was first seen to be cut through a fragment of a metalled surface (1021).

The quality of build and the width of F104 indicated that the structure it belonged to was extremely substantial. Historic maps indicate a date of construction between 1852 and 1881 (Tithe Map and 1st ed. OS 1:500 and 2nd ed. 1:2500, Fig.4). The character of F104 is more in keeping with a building constructed towards the end of this timescale, although the building techniques employed by the canal company would probably have been more up to date than those of a local speculative builder.

Factory Street, NE extension

To the north of Wall F104, the first coherent archaeological horizon consisted of a series of banded deposits associated with the construction of Factory Street. These deposits were manually cleaned and a section cut through them from a height of 91.8m A.O.D.. A truncated patch of gravel metalling (1006) partially overlay an extensive, 0.4m deep, deposit of compact blue-grey clay (1005) containing pottery of 19th century date. In turn, 1005 overlay a narrow band of clinker (1017) lining the shallow, 3m wide, northeast-southwest aligned foundation cut (F101) for Factory Street. The north edge of F101 was demarcated by a narrow orange clay band (1004) which merged into 1017. To the south, disturbance from a live and a redundant water main (mixed fills 1007) had truncated the relationship between F101 and an arched brick culvert (F107), but clearly all three services ran along the south side of Factory Street. The culvert (F107) was constructed from good-quality red brick, bonded with a hard white mortar. Without dismantling the culvert (it may still have been live), it was not possible to see if the brick was machine-cut, clamped, or gauged to form the arch. The south edge of the construction cut (F103) of the culvert was dug through the level of a surviving stub of a metalled surface (1021), but to the north this area had been truncated by later disturbances. Therefore, it was not clear if the culvert was contemporary with Factory Street or a later improvement, although on balance it is perhaps more likely to be the former.

A large cloth factory belonging to the Cobb family was built on the opposite bank of the canal to the bus station in 1837 which Herbert described as 'a manufactory for the fabrication of worsted girths, roller webs and summer hose clothing' (Trinder 1971, 95). The northeast extension of Factory Street provided access to that factory via a swing bridge over the canal.

The canal wharf, the northern watercourse and associated features

To the north of wall F104, the physical relationship of the metalled surface (1021) to the later activity related to the construction of Factory Street suggested that 1021 may be a remnant of a wharf surface predating the construction of Factory Street and the canal-side warehouse. However, no direct stratigraphic relationship survived. Further north, the foundation of Factory Street (F101) truncated a rubbish pit (F100), which was further truncated by the cut of electric service trench to the north. While the shape of F100 could not be determined, its lowest mixed clinker fill (1003) contained a large quantity of animal bone from two partial horse skeletons. The upper fill of F100 was a clean brown clay (1002).

All the later features north of wall F104 (F100, F101and F103/107) truncated an extensive compact blue clay layer (1015) which, in turn, merged into a browny-blue, alluvial clay deposit (1016), from which pottery of 18th century date was recovered. It was apparent that both 1015 and 1016 filled a large linear northeast-southwest aligned channel (F102) which had been identified by the radar survey. Within the confines of the evaluation trench, it was not possible to determine the size or depth of the channel (F102), because the water-table was contacted around 91m A.O.D. and it was decided that it was not safe to excavate deeper into waterlogged ground in such close proximity to the canal, and truncation by later features meant it was not possible to locate the edges of F102. However, 1016 and 1015 were respectively interpreted as being the pre-canal silting and the late-18th century levelling of the channel to create the canal wharf.

To the south of wall F104 the floor of the canal-side warehouse (1011 and 1012) sealed the earliest deposit in Trench 1. This deposit (1013) was only seen in the north-facing section at the southern end of the trench, and was a greenish brown slightly sandy silty clay, at least 0.5m in depth, which contained late-medieval (?15th century) pottery. Also sealed by 1012, and cut into 1013, was a robber trench (F106), filled with a dark greyish brown silty clay (1014), along the line of a north-south aligned wall (F108). Only the lowest wallcourse of ironstone rubble (1018) bonded with grey clay (1019) survived. It was not possible to accurately date wall F108 or deduce if it was part of a building or a boundary wall because no associated floor or ground surfaces had survived. No datable pottery was recovered from 1014, 1018 or 1019, and the longevity of use of ironstone rubble walling means that only a broad date range from the late-15th century to the early-19th century can be given. However, the north-south alignment of F108 would suggest that it pre-dated the canal, and that it may be associated with the early post-medieval deposits seen in Trench 2.

Trench 2 (Fig.3)

The results from Trench 2 are presented in the opposite chronological order to Trench 1 because the character of the archaeology was quite different, consisting of a number of negative features cut into the natural subsoil. Therefore, the narrative begins with the cut of the Cuttle Brook channel through the natural subsoil, continuing up to the laying out of the present day bus station.

The Cuttle Brook

The mixed natural subsoil (2004) consisted of either a fine sandy gravel or a light orange brown clay, and was encountered 0.60m below the bus station surface, at a height of 91.40m A.O.D. At the southeast end of the trench this was cut by a partly exposed linear feature (F200) orientated northeast-southwest. The northwest edge of F200 had a gradual slope which became steeper immediately adjacent to the limit of excavation. The depth of F200 at this point was 0.60m, its exposed width being 3.0m. The fill of F200 was a greyish-brown silty clay (2005), which contained a 15th

century pottery sherd, several pieces of animal bone, some oyster shell, and ceramic tile fragments.

The post-medieval riverfrontage

Cutting the natural subsoil immediately to the north of F200, and aligned north-south, was a further linear feature (F202). Like F200 this feature was also only partially revealed in Trench 2. F202 was also filled by a greyish-brown silty clay (2007), had quite a steep western edge and a flat base, and was 0.40m in depth. Ten pottery sherds of 17th century date, as well as several animal bone fragments, a piece of ceramic tile, a clay pipe stem, and some oyster shell were recovered from 2007. A post-hole (F203) was cut into the natural subsoil immediately to the west of F202. F203 was 0.50m in diameter and 0.30m deep, with quite steep sides, and was filled by a dark brownish-grey sandy clay (2008).

A 0.20m deep layer of brown sandy silt (2012) overlay the natural subsoil in the northwest corner of Trench 2 and yielded four 17th century sherds of pottery, as well as several fragments of animal bone. The natural subsoil was overlain in the middle part of the trench by a 0.20m deep deposit of dark grey silt (2011), which contained a possible 17th century pottery sherd and a quantity of animal bone. This layer sealed the fills of F202 and F203, and also partly overlay 2012.

The canal wharf

A narrow, 0.03m deep, layer of light brown compacted sandy silt (2003) extended across most of the trench, sealing the majority of the pre-canal phase. A post-hole (F201), cut into this material, and also cutting the fill of F200, was visible in the northwest-facing section of Trench 2. F201 was filled by a dark grey clayey silt (2006), had steep sides and a rounded base, and was 0.35m wide and 0.55m deep. The fill of F202 was also cut by a post-hole (F206), which was 0.30m in diameter and 0.30m deep. F206 had a similar profile to F201, and was filled by a dark brown clayey silt (2013).

Layers 2003 and 2011, were cut by two post-holes (F204 and F205), which measured 0.30m. in diameter, and were 0.50m and 0.30m. deep respectively. Both of these features were filled by dark brown sandy silts (2009 and 2010) and had similar profiles to F201 and F206. 2009 produced three pieces of ceramic tile, whilst four very small fragments of 19th century pottery, along with animal bone, oyster shell, and a clay pipe stem, were recovered from 2010. Overlying context 2003 at the SE end of the trench was a narrow band of ash, clinker, and small ironstone fragments (2002), 0.10m in depth. Two clay pipe stems and one fragment of animal bone were recovered from 2002.

The bus station

The above deposits were encountered below a 0.30m to 0.35m deep layer of concrete chippings, ash and clinker (2001) associated with the current bus station surface (2000).

6.0 DISCUSSION

In Trench 1 channel F102 coincided with a linear anomaly (Anomaly 2/1 Stratascan 1997b,) identified by the ground-probing radar survey as running along the former line of Factory Street. The GPR survey also identified the brick culvert F107 (Anomaly 2/4), and possibly the metalled surface 1021 (Anomaly 2/2). This large ditch was in all probability an outlet from the outer ditch of the castle, but it may also have acted as a tail-leat from the Cuttle Mill. Trench 2 also produced evidence for pre-canal activity in the area of the former Banbury Wharf. The partly exposed ditch F200 encountered at the south-eastern end of the trench corresponds with the line of the former municipal boundary of Banbury, thought to represent the earlier medieval town boundary and the course of Cuttle Brook between the medieval Cuttle Mill and the River Cherwell. During an archaeological watching brief (Cuttler 1996), organic silty clays (TP22/2 and TP22/3) were encountered to a depth of 1.80m, immediately to the south of Trench 2, in Test Pit 22. It seems likely that these deposits are also fills of F200, indicating that it is a substantial feature. It is interesting to note that Alfred Beesley, the early-19th century historian of Banbury, referred to an Inquisition of 1552 which listed property outside the castle, including 'two mills under one roof'(Beesley 1841, 217). While Beesley believed this to refer to the larger Bishop's Mill on the site of Banbury Mill, if one mill were powered by water from the outer moat of the castle and the other by the Cuttle Brook, perhaps, it is not inconceivable that the 'two mills under one roof' might refer to the Cuttle Mill instead.

While there is documentary evidence that the Cuttle Mill had fallen into disuse by the late-16th century both channels may have retained a drainage function around the castle, possibly being recut as part of the Civil War refortifications. The construction of the southern extension of the canal to Oxford in 1790 would have disrupted the drainage system in the area and made both channels obsolete, although it is probable that both channels were already silted.

Although a 15th century sherd was recovered from F200, ceramic tile fragments which were also found suggest that it silted up in the post-medieval period. Ditch F202 to the north, which appeared to feed into F200, is possibly contemporary with a pre-canal phase of water management. Neither of these ditches could be distinguished as cutting the other and the similarity of their fills might mean that they went out of use at around the same time. The 17th century pottery recovered from F202 may indicate that it, and also presumably F200, had silted up before the construction of the Oxford Canal. Deposits 2011 and 2012, which also yielded 17th century sherds, could be the result of deposition shortly after the silting of F200 and F202. Post-hole F203, which was cut below 2011, may be associated with some form of revetment of F202.

The thin band of compacted sandy silt 2003 sealing most of the early post-Medieval activity in Trench 2, was cut by post-holes F201, F204, F205 and F206. A contemporary date for these features is suggested by their linear east-west alignment and similar profiles. A sherd of pottery recovered from F205 provides a 19th century date for these features which may be the remains of a fence line, adjacent to the canal associated with the Banbury Wharf.

Oblique aerial photographs of Banbury Wharf taken in the early 1920s show the south-facing elevation of the canal-side warehouse (OCL 75/3144 and 75/3295). The two-storey building, which extended right up to the bank of the canal, had a slate roof and three unevenly spaced bays. The longest bay was situated next to the canal. Each bay had a ground floor entrance, and a straight flight of steps ran outside the building to a first floor entrance in the middle bay. Two large mounds of what appears to be coal were piled close to the building. Possibly, the warehouse was connected with the processing, bagging and weighing of the coal for local consumption.

7.0 CONCLUSIONS, IMPLICATIONS AND RESPONSE

At this interim stage a number of general conclusions can be drawn about the overall development of the canal-side area from the archaeological findings within Trenches 1 and 2 prior to the evaluation of Trench 3. The results from both evaluation trenches have clearly demonstrated the value of the ground-probing radar (GPR) as a preliminary non-interventive means of both assessing and mapping the probable level of archaeological activity within the bus station, and, at least as importantly, of avoiding modern services. The GPR survey aided the accurate location of both evaluation trenches at the perimeter of the bus station which minimised the impact of the archaeological work upon the continued use of the bus station. It is probable that the relatively shallow depth of modern overburden enhanced the results of the GPR.

The results of the evaluation have provided sufficient information to establish the presence/absence, extent, condition, character, quality and date of the archaeological deposits over the bus station part of the Canal and Riverside Zone. However, it is probably premature to outline proposals for further action to mitigate the effects of development upon the archaeological resource until the results of the evaluation of the potential Cuttle Mill site (Trench 3) are completed and detailed information about the proposed foundation design for the area is available.

The survival and quality of archaeological deposits over the rest of the bus station can be predicted with relative confidence based upon the results of the evaluation to date and knowledge about the historical development of the site. In common with Zone 2, the Bridge Street/Mill Lane street block, there is only a shallow, much-truncated, survival of archaeological deposits above the natural groundsurface. However, the survival of features cut into the natural subsoil, such as the two large ditch channels, is good, as is, surprisingly, the survival of ground surfaces associated with the 18th century canal wharf and earlier river frontage extending back into the medieval period. Further investigation of these deposits should enable the recovery of a broad picture of the development of Banbury Wharf, and the river frontage which preceded the canal, and the relationship between the river frontage and the castle. The presence of waterlogged deposits within both former water channels would also indicate the potential for the recovery of information about the environment of this area, although this could not be fully assessed at this stage for health and safety reasons, the trenches being in such close proximity to the canal.

It is, perhaps, worthwhile at this stage, restating the specific archaeological research aims which can be proposed for the Canal and Riverside Area in the light of the information found to date. These will, of course, be refined and modified in the light of discoveries as the overall project develops, and some degree of overlap and repetition is also inevitable with the research aims of the Castle Area (Zone 1) and the Bridge Street/Mill Lane Triangle (Zone 2).

Nevertheless, the specific research aims for Zone 3 are:

1. To examine the evidence for the form and function of any development of the river frontage between the outer moat of the castle and the River Cherwell in the medieval and post-medieval periods, including the fisheries, meadows and systems of water management mentioned in the 16th century surveys, and to confirm that this area was above the floodplain of the Cherwell.

2. To investigate the form and development of the Cuttle Mill. This must await the results from the evaluation of that potential site (Trench 3).

3. To examine the evidence for the Civil War fortification of this area and to ascertain if destruction here was really as great as the documentary record implies.

4. To investigate the development of the canal wharf from 1778 onwards, including the question of the location of the terminus of the canal to Coventry and to assess the archaeological evidence for the social history of the area in the 19th century.

Finally, to reiterate, the overall responsibility for the provision of the final strategy for an archaeological response lies with the County Archaeological Officer for Oxfordshire. The overall strategy for mitigation resulting from the evaluation phase is set out in section 3.3 of the ***Eighth Schedule (archaeological section) of the Draft 106 Agreement*** (Smith and Rosier 1995) which will seek to limit the damage to significant archaeological deposits/structures. This may be achieved by physical preservation *in situ*, which can often be achieved through design adaptations, or ,if this is not possible, through preservation by record (i.e. excavation and full recording), or, alternatively, a combination of the two. Less significant archaeological deposits/structures may be dealt with through a targeted recording action, or watching brief (monitoring and recording action) to be maintained during any groundwork or construction taking place on site.

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APPENDIX 2

BUS STATION (B30 97) FINDS CATALOGUE

THE POTTERY

Trench	Context	Sherd Count	Description
1	1005	6	
1	1013	3	
1	1016	1	
	Sub-total	**10**	
2	2005	1	
2	2007	10	6 x same vessel 1 x base 1 x handle
2	2010	4	very fragmentary
2	2011	7	1 x rim
2	2012	4	1 x handle
	Sub-total	**26**	

TOTAL FOR BUS STATION = 36 sherds

OTHER FINDS

Trench 1

CONTEXT	BRICK	TILE	STONE	AN.BONE	SHELL	GLASS	NAILS	CLINKER
machining	1							
1005		4		3			3	3
1013		2		9				
1015				42		1		
1016			1	5	1	1		
TOTAL	**1**	**6**	**1**	**59**	**1**	**2**	**3**	**3**

Trench 2

CONTEXT	BRICK	TILE	AN.BONE	SHELL	CL.PIPE	WOOD
2002			1		2	
2005	2		10	2		
2007		1	25	3	1	2
2009	3					
2010			2	1	1	
2011			38			
2012			9			
TOTAL	**5**	**1**	**85**	**6**	**4**	**2**

APPENDIX 1

Strat	Description of strat unit	Comment on strat unit	Date/Date range
1000	Modern surface	Tarmac and hardcore layer over whole site.	
1001	Fill	Ash and clinker fill of cut for MEB cable at north end of trench.	
1006	Fill	Shallow scoop of sub-angular stones and brick fragments seen in top of 1005 after cleanin	
1007	Disturbance	Very mixed light brown clay. Fill of cut for live modern water main	
1009	Demolition layer	Demolition deposit. Construction surface for brick building to S	
1011	Floor surface	Remains of floor surface made of machine-cut bricks	VICTORIAN 19TH C
1012	Levelling deposit	Layer of brick and tile rubble - levelling deposit for floor (1011) in SW part of trench.	
1013	Possible fill of F102	Green-brown slightly sandy silty clay. Extends below limit of excavation	15TH C
1020	Modern backfill	Rubble infill of building in S end of trench	
1021	Yard surface	Stone and cobble early canal-yard surface.	
1022	Occupation layer	Layer of brown clay, charcoal and ironstone frags. Unexc.	
1002	Upper fill F100	Clean brown fill of rubbish pit.	
1003	Fill of F100	Dirty fill of 19C rubbish pit.	
1004	Fill of F101	Narrow band of orange clay and sand.	
1005	Fill of F101	Blue clay fill of culvert.	VICTORIAN 19TH C
1017	Fill of F101	Clinker layer lining F101.	
1015	Fill of F102	Blue-grey water-related clay (Alluvial).	
1016	Fill of F102.	Brown blue-grey silty clay.	18TH C
1008	Fill of F103	Mixed dark clay containing small stones, ash and clinker.	
1010	Build of F104	Wall, 4 bricks wide with splayed foundation course.	
1023	Fill of F105	Fill of construction trench of brick building.	
1025	Rubble foundation of F104	Rubble fill of foundation trench. Continues below limits of exc.	
1014	Fill of F106	Dark grey-brown silty clay.	
1024	Build of F107	Machine cut bricks bonded with hard white mortar.	
1018	Build of F108	Iron stone rubble may be make-up of rough wall.	
1019	Bonding of F108	Grey clay, possible bonding for rough iron stone wall.	

Strat	Description of strat unit	Comment on strat unit	Date/Date range
2000	Concrete hard-standing		
2001	Levelling layer	Levelling deposit of ash and clinker and concrete chippings.	
2002	Levelling layer	Earlier levelling layer perhaps associated with construction of canal.	
2003	Occupation layer	Thin layer of light brown clay. Trample/occupation deposit associated with canalside wharf.	
2004	NATURAL	NATURAL - combination of orange-brown gravel and orange-brown mottled clay.	
2011	Silt layer	Dark grey silt layer at NE end of trench. Streaked with orange sand. Charcoal flecking.	17TH C
2012	Occupation layer	Brown sandy silt layer at NE end of trench. Charcoal flecked.	17TH C
2005	Fill of F200	Grey-brown, gritty, dirty sandy silt-clay. Occasional charcoal flecking.	15TH C
2006	Fill of F201	Dirty dark grey sandy, clay silt. Organic and charcoal rich.	
2007	Fill of F202	Greenish brown, slightly sandy, silty clay. Mottled by redeposited natural, occasional charcoal flecks.	17TH C
2008	Fill of F203	Dark brown-grey sandy clay, containing pockets of pure clay - possible packing for a post.	
2009	Fill of F204	Dark very mixed sandy silt deposit with thin veins of peagrit running throughout.	
2010	Fill of F205	Dark silty deposit with veins of peagrit. Heavily charcoal flecked.	VICTORIAN 19TH C
2013	Fill of F206	Very mixed fill, dark brown sandy clay with redeposited natural and clinker pockets	

APPENDIX 2

BUS STATION (B30 97) FINDS CATALOGUE

THE POTTERY

Trench	Context	Sherd Count	Description
1	1005	6	
1	1013	3	
1	1016	1	
	Sub-total	**10**	
2	2005	1	
2	2007	10	6 x same vessel 1 x base 1 x handle
2	2010	4	very fragmentary
2	2011	7	1 x rim
2	2012	4	1 x handle
	Sub-total	**26**	

TOTAL FOR BUS STATION = 36 sherds

OTHER FINDS

Trench 1

CONTEXT	BRICK	TILE	STONE	AN.BONE	SHELL	GLASS	NAILS	CLINKER
machining	1							
1005		4		3			3	3
1013		2		9				
1015				42		1		
1016			1	5	1	1		
TOTAL	**1**	**6**	**1**	**59**	**1**	**2**	**3**	**3**

Trench 2

CONTEXT	BRICK	TILE	AN.BONE	SHELL	CL.PIPE	WOOD
2002			1		2	
2005	2		10	2		
2007		1	25	3	1	2
2009	3					
2010			2	1	1	
2011			38			
2012			9			
TOTAL	**5**	**1**	**85**	**6**	**4**	**2**

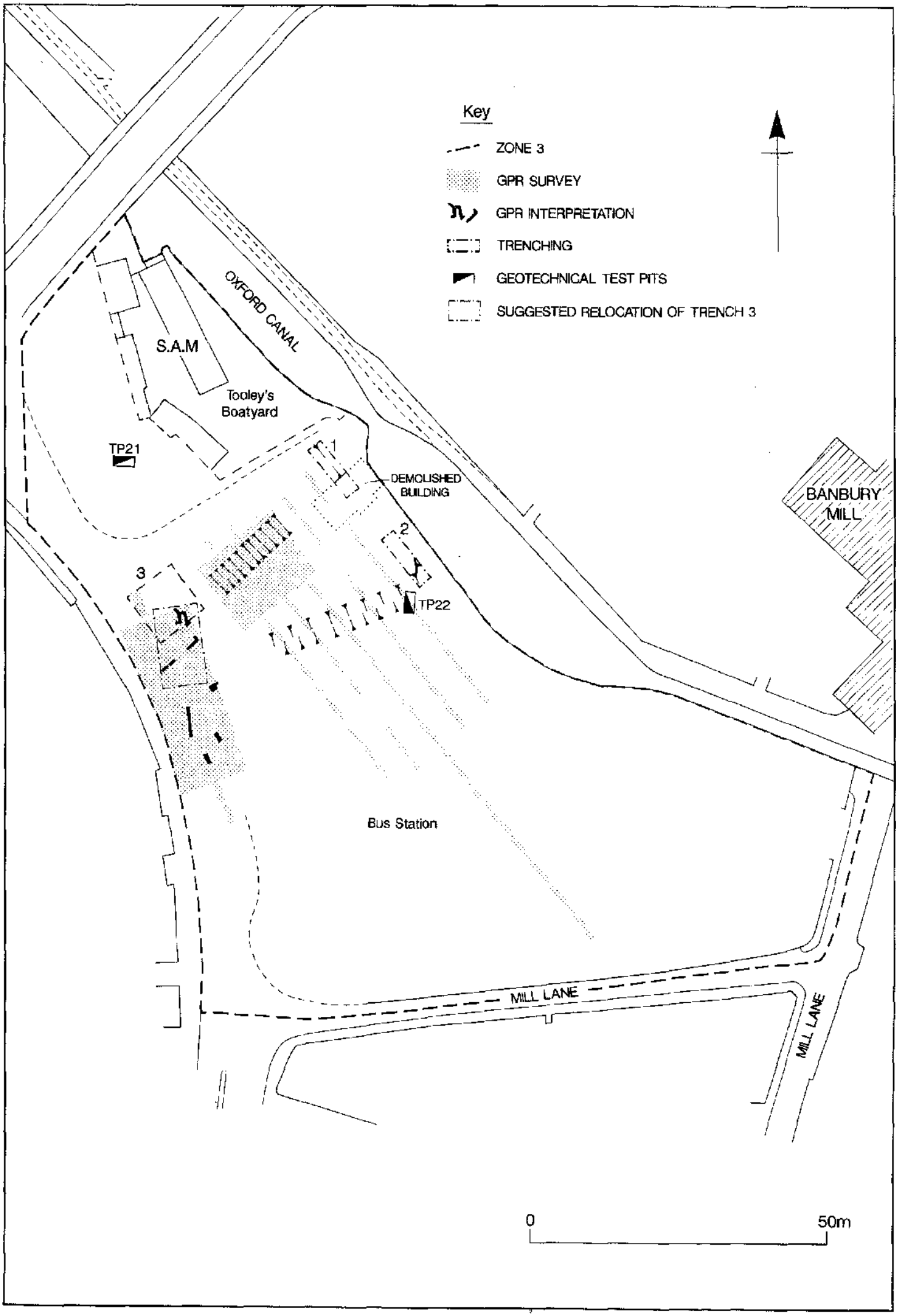

Key
ZONE 3
GPR SURVEY
GPR INTERPRETATION
TRENCHING
GEOTECHNICAL TEST PITS
SUGGESTED RELOCATION OF TRENCH 3
OXFORD CANAL
S.A.M
Tooley's Boatyard
TP21
1
DEMOLISHED BUILDING
2
3
TP22
BANBURY MILL
Bus Station
MILL LANE
MILL LANE
0
50m

Fig.1

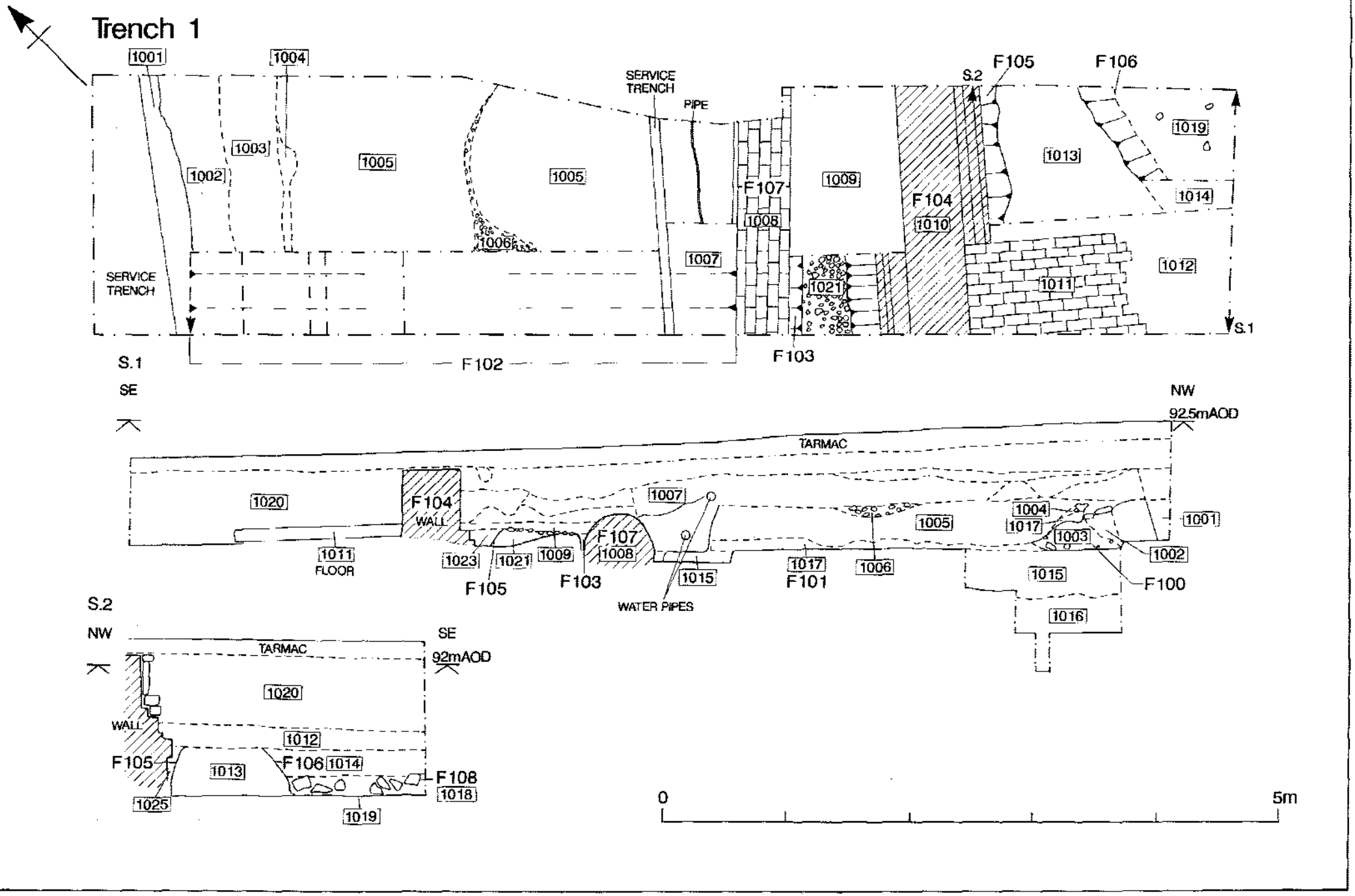

Trench 1
1001
1004
SERVICE TRENCH
PIPE
F105
F106
S.2
1003
1002
1005
1005
1009
F107
1008
1013
1019
1014
F104
1010
1006
1007
1012
SERVICE TRENCH
1021
1011
S.1
S.1
F102
F103
SE
NW
92.5mAOD
TARMAC
1020
F104
WALL
1007
1004
1017
1005
1001
1003
F107
1008
1011
FLOOR
1023
1021
1009
1017
1006
1002
1015
F105
F103
1015
F101
F100
WATER PIPES
1016
S.2
NW
SE
TARMAC
92mAOD
1020
WALL
1012
F105
1013
F106
1014
F108
1018
1025
1019
0
5m

Fig.2

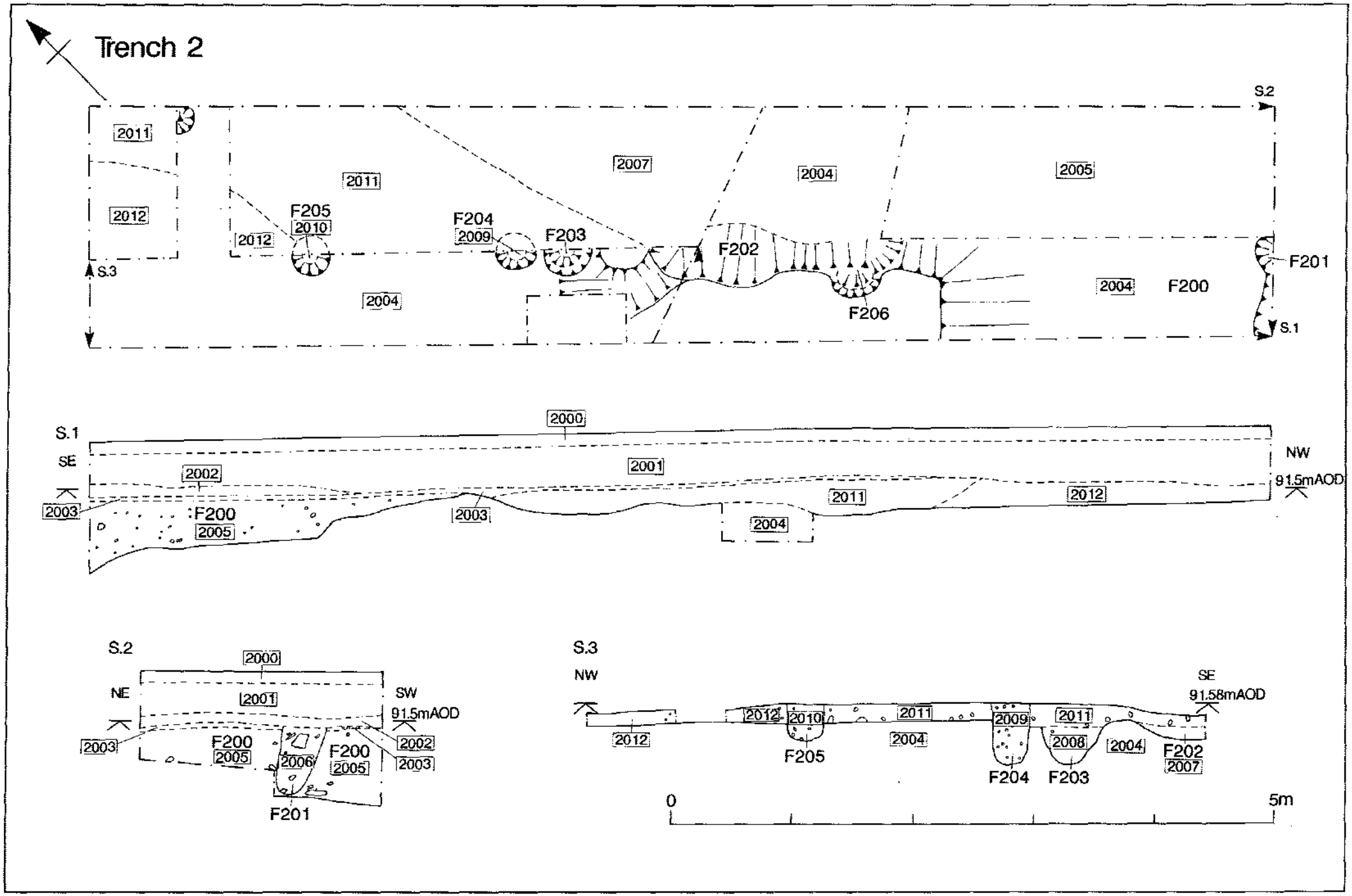
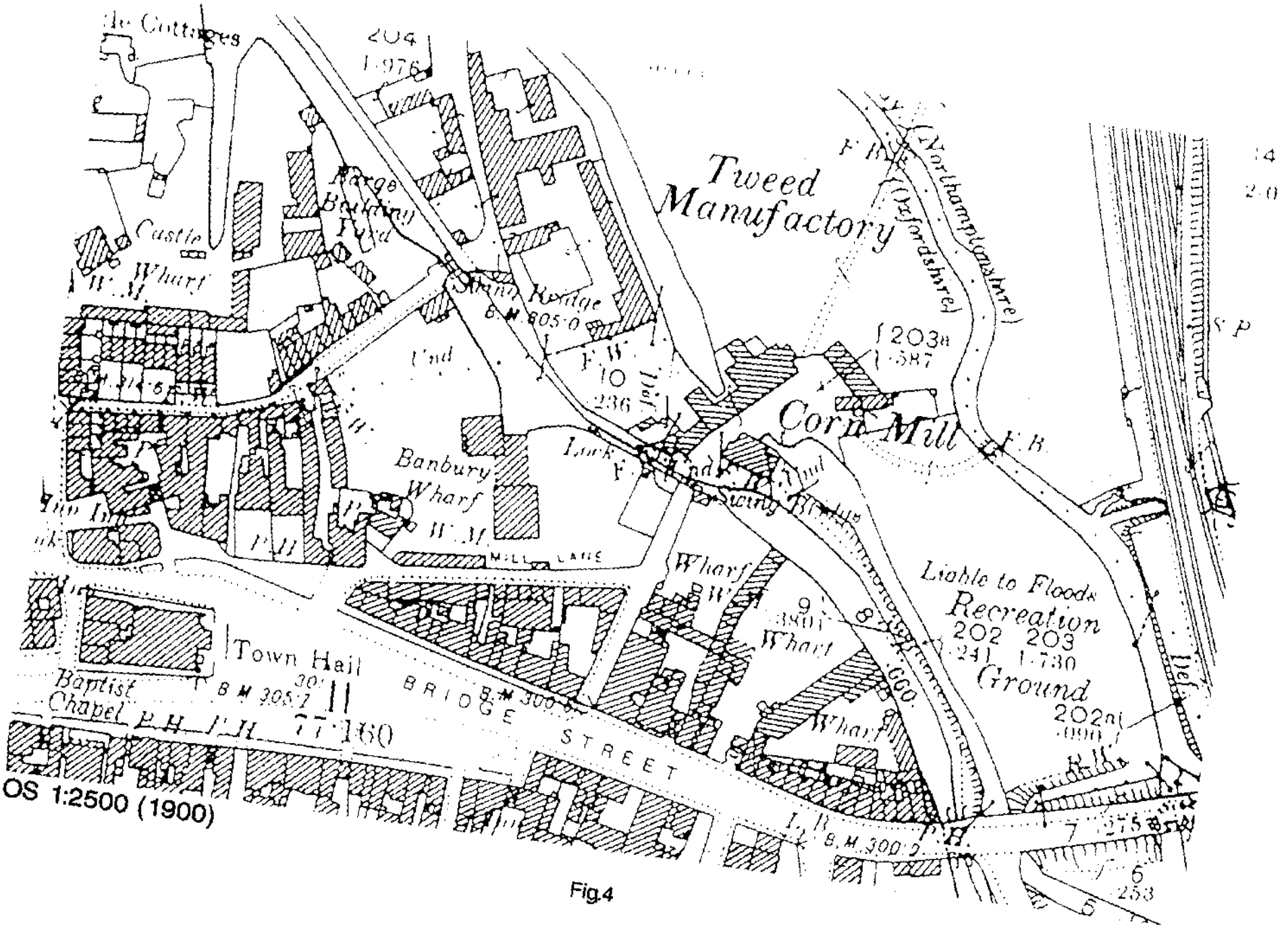
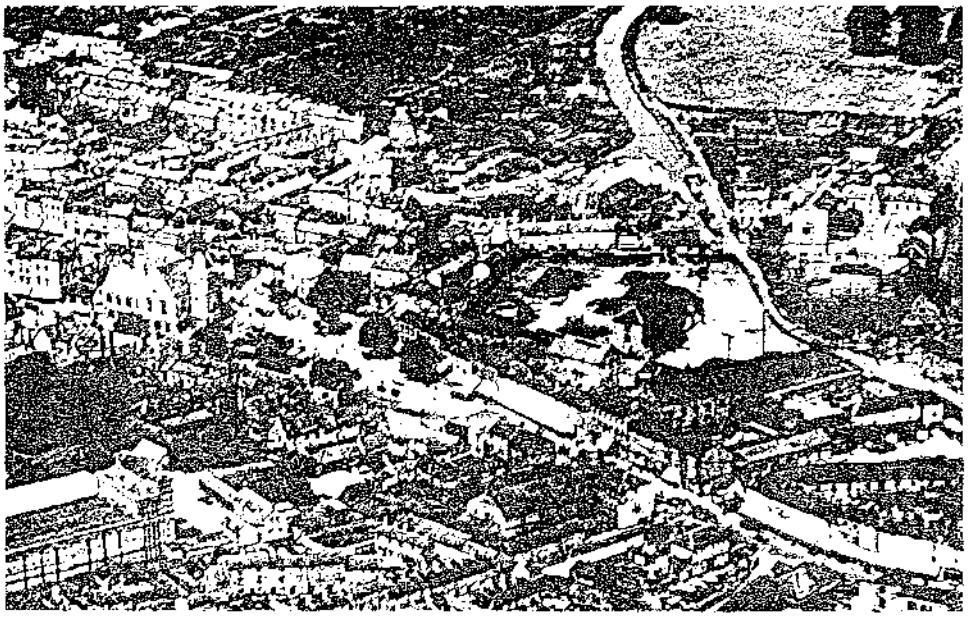

Trench 2
S.2
2011
2007
2004
2005
2012
F205
2010
F204
2009
F203
2011
2012
F202
S.3
2004
F206
F200
F201
S.1
2004
S.1
SE
2000
NW
2002
2001
91.5mAOD
2003
F200
2005
2003
2011
2012
2004
S.2
2000
NE
SW
2001
91.5mAOD
2003
F200
2005
2006
F200
2005
2002
2003
F201
S.3
NW
SE
91.58mAOD
2012
2012
2010
2011
2009
2011
2004
2004
2008
F205
F204
F203
F202
2007
0
5m

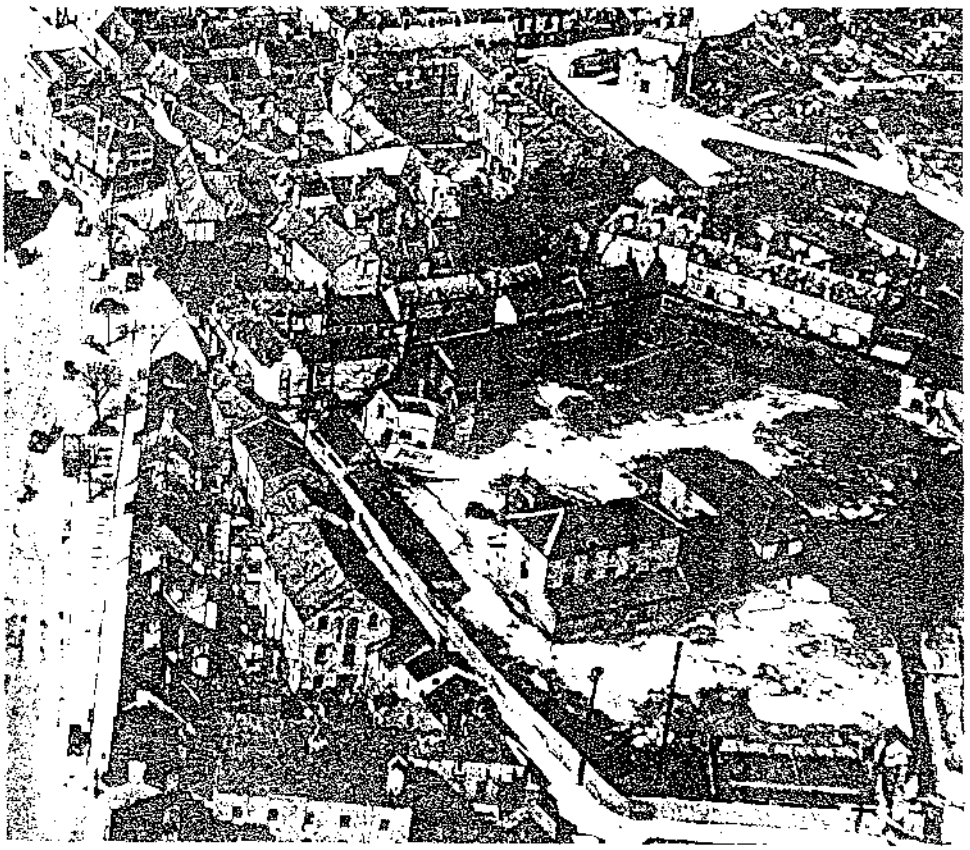
Fig.3



OS 1:2500 (1900)

Fig.4





Aerial Views c.1920

Fig.5