

**An archaeological watching brief on
the Shopwyke to Westhampnett gas
pipeline, West Sussex**

NGR: SU 8855 0515 to SU 8850 0640

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Report to Charlotte Carter, Project Manager, on behalf of Transco

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Summary statement

An archaeological watching brief was requested by Chichester District Council following a planning condition being imposed on the construction of a gas pipeline between Shopwyke and the Rolls Royce factory at Westhampnett (SU 8855 0515 to SU 8850 0640). This condition is required to secure appropriate recording of the archaeological impact of the development. It was considered that the implementation of the project design issued by CKC Archaeology would meet the Planning Department's concerns (Currie 2001).

The pipeline is intended to follow the line of Coach Road, crossing the Westhampnett by-pass and proceeding to the old A27. It will then follow that road NE for about 250m before entering the Rolls Royce site midway between the village of Westhampnett and the hamlet of Maudlin. At no time did the line cross open countryside or deviate from its roadside location. The work was carried out by C K Currie for CKC Archaeology between 11th December 2001 and January 2002.

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This report has been written based on the format suggested by the Institute of Field Archaeologists' *Standard and guidance for an archaeological watching brief* (Birmingham, 1994). The ordering of information follows the guidelines given in this document, although alterations may have been made to fit in with the particular requirements of the work. All work is carried out according to the *Code of Conduct* and By-laws of the Institute of Field Archaeologists, of which CKC Archaeology is an IFA-registered archaeological organisation (reference: RAO no. 1).

1.0 Introduction

An archaeological watching brief was requested by Chichester District Council following a planning condition being imposed on the construction of a gas pipeline between Shopwyke and the Rolls Royce factory at Westhampnett (SU 8855 0515 to SU 8850 0640). This condition is required to secure appropriate recording of the archaeological impact of the development. It was considered that the implementation of the project design issued by CKC Archaeology would meet the Planning Department's concerns (Currie 2001).

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2.0 Historical and archaeological background

2.1 Archaeological background

Extensive gravel extraction and substantial road schemes around the SE side of Chichester have led to a considerable number archaeological investigations in the area. It is, therefore, no surprise that quite a bit is known about the archaeology of this region. In particular there have been a number of important prehistoric discoveries, such as the Iron Age cemetery near Westhampnett (although this was some distance from the current study area). A full listing of the sites is given in Appendix 1.

The Rolls Royce factory site itself has been subject to extensive archaeological study. An evaluation carried out by Wessex Archaeology found a general spread of mainly prehistoric features across much of the site. This included Bronze Age cremation burials, ditches and a field system, with the prehistoric exploitation of the area extending into the Iron Age (Wessex Archaeology 2000). This was followed up by a formal excavation of selected areas of the site, plus a watching brief elsewhere (Wessex Archaeology 2001).

There have been numerous other finds either side of the proposed pipeline. Starting at Shopwyke, gravel extraction on both sides of the lower part of Coach Road has resulted in archaeological discoveries. On the west side of the road the Portfield Gravel Pit produced a few chance finds, such as a large amount of early Roman pottery and a contemporary well alongside a smaller quantity of Bronze Age material (SMR ref SU80NE5). On another part of this site a Palaeolithic hand axe was recovered (SMR ref SU80NE18). Considering that this was excavated in the 1940s, these voluntary reportings demonstrate that there was probably a reasonable extent of archaeological evidence here that went unrecorded

Quarrying on the east side of the lower road was undertaken more recently, and was subjected to a formal archaeological survey. The Tarmac Quarry (as it is known) site produced Roman pottery (SMR ref SU80NE33), Bronze Age cremations (SMR ref SU80NE67), Iron Age and Roman settlement (SMR ref SU80NE68), and a World War II chalk marker to guide aircraft using Tangmere (SMR ref SU80NE45). Formal archaeological trenches near the boundary with Coach Road were, however, devoid of finds (Chichester District Council 1991, 33-35).

During the archaeological works undertaken prior to the construction of the Westhampnett by-pass, an important late prehistoric and Roman-British settlement site was located near Maudlin Farm, about 500m east of the current pipeline (SMR ref SU80NE75). This was the nearest archaeological site of consequence to the pipeline found during these works (Wessex Archaeology 1993).

There are also a number of known archaeological sites around the village of Westhampnett and the hamlet of Maudlin. Both settlements are themselves of medieval origin, and are likely to produce finds from that period in their vicinity. Sites here include a Neolithic Axe (SMR ref SU80NE35), a dovecote (SMR ref SU80NE44), a post-medieval brickworks (SMR ref SU80NE53), Roman building materials incorporated into Westhampnett's medieval church (SMR ref SU80NE17), and an Early Bronze Age bronze axe head (SMR ref SU80NE84). Maudlin itself is believed to be the site of a medieval leper hospital (SMR ref SU80NE12).

The old A27 is thought to follow the line of the Roman Stane Street (SMR ref RR15) from Chichester to London. It is not known if any part of this earlier route lies buried beneath the present road.

The impression given by these finds is that the area through which the pipeline passes has been intensively occupied throughout the prehistoric, Roman and medieval periods. Finds from any of these periods would therefore be expected during ground disturbances in the area.

2.2 Historical background

Both Shopwyke and Westhampnett are settlements that date to at least the medieval period. Westhampnett itself has origins in at least the Late Saxon period as is evidence from the

contemporary fabric in the village church (Nairn & Pevsner 1965, 372-3), as well as being recorded in Domesday Book. In the latter it is stated that Westhampnett had been part of the estates of Earl Godwin before the Norman Conquest. Thereafter it passed to Earl Roger and was subinfeudated from him to a man called William. The Domesday Survey mentions the church, a mill (possibly on the site of Maudlin Farm), and 19 householders (Mothershill 1976, 11.105).

Westhampnett was subsequently held by the Paynel family until the 14th century. In 1338 it was sold to Richard, Earl of Arundel, and was then settled on Lord Lumley and his wife in 1566. There was a second manor in Westhampnett during the later medieval period that was held by William Devenish. Both came into the possession of the Lumleys who sold their rights to Henry Walrond in 1584. It then passed through a number of hands until bought by the Duke of Richmond in the later 17th century (Crook 1953, 176). Much of the land in the parish still remains in the hands of the Duke of Richmond's Goodwood estate, including the Rolls Royce factory site, which the estate currently lets on a long-term leasing arrangement.

Shopwyke was a sub-manor of Oving. It is not mentioned separately in Domesday, but first appears in the early 12th century when it belonged to the city of Chichester. The overlordship of the manor passed to the Honour of Arundel by at least 1166. The manor passed to the Browne family, relations of the Arundels. Like Westhampnett it passed through a number of hands until it was sold by John Billingsley to the Woods family in 1838 (*ibid*, 168).

The lands through which the pipeline passes is shown on a number of historic maps from the 18th century onwards. The earliest of these is a map of Shopwyke dated from *c.* 1725 (WSRO Add MS 2035). This shows the fields either side of Coach Road to the south of the Westhampnett by-pass. It shows the manor farm as an ancient habitation with its adjoining barn, the former probably dating back to the medieval period, with two buildings on the east of the road on the site of what is now Shopwyke Park. At this time Coach Road went up to the line of the by pass before turning ENE towards Maudlin Farm. From the line of the by-pass to the old A27 the road did not appear exist at this time. A rare 6" version of Yeakell and Gardner's map¹, dated to the late 1770s, does not show the road, showing it bending away to Maudlin Farm. The line of the upper part of Coach Road is then marked out as a boundary between surrounding fields, so it can be assumed that the alignment itself is of some antiquity. It is not until 1838 when the road is shown on the Westhampnett tithe map (WSRO TD/W143). It is notable that the original road turned towards Maudlin, following the old parish boundary.

The original lower road was also straight. It is shown thus on the *c.* 1725 plan (*op cit*), but also on a 1758 plan of the Manor Farm by John Eyre (WSRO Add MS 2036), and on Yeakell and Gardner's 6" plan. The present curve in the lower end of the road occurs first on the 1838 Oving tithe map (WSRO TD/W93). This appears to be the result of the Woods family making Shopwyke Park. Like many families with pretensions they did not like the idea of a

¹ This version was a trial the authors undertook of the area around Chichester. It did not prove successful so it was not put on general release. The authors then went on to issue the smaller scale version familiar to local historians as a map of the entire county. A number of the 6" sheets were found by James Kenny, the Chichester District Archaeologist, in an antiquarian bookshop and purchased by him. He kindly provided the present author with a photocopy of the sheet pertaining to the study area

public road running past their windows, so they decided to have the road diverted to the west where it would be well away from the new house. This can be seen most clearly on the 1880 Ordnance Survey 6" map (sheet LXI), where the layout of the park can be seen with its screenings of trees and other plantings hiding the house from Coach Road.

The old maps also show a number of other points of interest to this study. Land adjacent to, and extending into, the Rolls Royce site was covered by an old brickworks of some antiquity. The lower part of the site nearest the road was marked as a 'gravel pit' as early as 1838, demonstrating that smaller scale extraction was already underway in the area at this time. It was screened from the road by a plantation. The majority of the site was taken up by plot 190 'Brickfield and buildings' (WSRO TD/W93). In the fields to the east, evidence is shown that here was once an old common field, as is shown by the remnant strips still shown on the tithe map and the earlier map of Westerton Farm of 1755 (WSRO Goodwood MS E4993).

The brickworks appeared to extend across the road to the south in 1838. Plot 216 here is marked 'Brickfield and buildings' as on the north side of the road. The 1880 OS 6" map clearly shows the brickworks on both sides of the road. By 1914, the northern brickworks are marked 'disused', and by 1932 the southern site is no longer marked, although there are signs of quarries on both sides of the road.²

Other than these changes, the village of Westhampnett seems to have remained largely unchanged since the early 19th century, with the building plots being reused rather than significantly added to.

The same applies to Shopwyke, with the exception of the addition of Shopwyke Park. The latter is shown as a smaller property to the immediate east of Coach Road in the 1770s. However, the slightly more elaborate gardens to the south hint that it was even then a residence of some pretensions. By 1838, it had been moved to a new site to the east, with its gardens considerably enlarged by the diversion of the road.

3.0 Strategy

The strategy used for the archaeological recording follows that outlined in the project design to which the reader is referred (Currie 2001). Site presence was determined by making informed judgements on the likelihood of archaeological discoveries, as agreed with the District Archaeologist.

4.0 Results (for context information see Appendix 2)

4.1 Westhampnett by-pass to Shopwyke section

The works commenced on this section with simultaneous mole drilling through the embankment of the Westhamnett by-pass and trenching from the by-pass southwards towards the hamlet of Shopwyke. The work started on Tuesday 11th December and was

² Quarries are clearly shown on the north side. On the south side is a small pond that it is conjectured as possibly starting its life as a quarry hollow, later retained to serve as a water source for making the bricks.

completed by Friday 14th December 2001. Archaeological attendance was on Tuesday 11th December and Friday 14th December 2001, with over 85% of the line still being open for inspection on the morning of 14th December.

The first 100m followed an abandoned section of the former Coach Road until the terminal of the present Coach Road was reached. The former section was excavated by mini-digger. From the latter point to Sopwyke the trench was excavated by a specialist trenching machine that cut through the tarmac road surface. The trench cut was up to 1.3m deep and 0.3m wide.

The abandoned section of the road was covered with tarmac blocks 0.15m thick [context 01]. This was underlaid by an 0.15m thick layer of sandy aggregate foundation [context 02]. Below this the excavation seemed to go straight down on to undisturbed gravel [context 03], suggesting that when the modern road was made, former surfaces were stripped out before laying the new surfaces. This pattern also followed along Coach Road proper, the tarmac [context 04] here being on average 0.1m thick, with the aggregate foundation, 0.15m thick. The only features seen cutting the natural gravel underlying were modern services.

4.2 Westhampnett by-pass to Westhampnett section

The specialist trenching machine continued to excavate along this section. Work begun on Monday 17th December 2001 and was completed by Tuesday 18th December 2001. The open trench line was inspected for archaeological features on 18th December 2001. The trench was excavated through the tarmac of the existing road on its east side. No features were seen in the sections other than modern services. The subsoil on this side of the by-pass tended to become increasingly less gravelly towards the north, being largely a mid brown clay with occasional gravel stones [context 05].

Within the last 150m on the southern outskirts of Westhampnett village a small number of sherds of coarseware pottery were found. These were, on average, about 0.4m below the present road surface in the top 0.15m of the underlying clay subsoil. About six sherds in all were recovered, four from one discrete area of about 150mm, the other isolated about 50m to the south of the first find spot. All but one of the sherds were in a crude oxidised fabric containing flint grits. Four were body sherds of pottery vessels, the fifth was thicker and may have been from a tile. The appearance of the sherds was of late prehistoric wares or early medieval coarsewares. The sixth sherd was a tiny fragment (less than one gram in weight) of an oxidised finer sandy tempered ware. The latter was too small to identify with any certainty but it would appear to have been Roman or medieval. On balance the assemblage was possibly later prehistoric and Roman in date, but such interpretation should be viewed with caution.

4.3 Westhampnett to factory site section

The pipe trench was excavated along the northern edge of the A27 for this section. Work commenced on January 2002 and was completed by January 2001. The trench was inspected for archaeological features on January 2002.

5.0 Discussion

The lack of archaeological discovery can be attributed to the line following the centre of a modern tarmaced road for the most part. It would appear that surface layers had been removed before the tarmac road was laid, thereby destroying any surface archaeology. However, the lack of cut features into the underlying gravel might suggest that Coach Road had followed an ancient boundary that had been respected by other cross-country features such as boundary ditches. Map evidence seems to confirm this as Coach Road can be shown to have been in existence, either as a road or a field boundary since at least the late 18th century.

6.0 Conclusions

7.0 Copyright

C K Currie (trading as CKC Archaeology) shall retain full copyright of any commissioned reports or other project documents written by himself or his agents, under the *Copyright, Designs and Patents Act* of 1988 with all rights reserved; excepting that it hereby provides an exclusive licence to the client and the local planning authorities for the use of such documents by them in all matters directly relating to the project as described in the project design, as well as for *bona fide* research purposes.

8.0 Archive

The archive for this work has been deposited with Chichester Museum. Copies of the report were lodged with the client, the Chichester District Sites and Monuments Record (SMR), the West Sussex County SMR, and the National Monuments Record in Swindon, Wiltshire.

9.0 Acknowledgements

Thanks are given to all those involved with this project. In particular,

John Mills and Mark Taylor, Archaeological Officers of West Sussex County Council, provided the author with information from their SMR database. James Kenny, the Archaeological Officer of Chichester District Council, monitored the project on behalf of the Planning Authority, and provided SMR from the Chichester District database and other information to the author.

10.0 References

10.1 Original sources

In the West Sussex Record Office (WSRO):

Maps:

WSRO Add MS 2035 Shopwyke Manor, c. 1725
WSRO Add MS 2036 Shopwyke Manor Farm, 1758
WSRO Goodwood MS E4993 Westerton Farm, 1755
WSRO TD/W93 Oving tithe survey, 1838
WSRO TD/W143 Westhampnett tithe survey, 1838

OS maps:

OS 6" sheet LXI (1880 ed)
OS 6" sheet LXI.NE (1914 ed)
OS 6" sheet LXI NE (1932 ed)

OS 25" sheet 61.8 (1912 & 1932 eds)
OS 25" sheet 61.4 (1912 & 1932 eds)

Elsewhere:

Yeakell & Gardner's map of the county of Sussex, 1779 (6" version; copy supplied by James Kenny, Chichester District Archaeologist)

10.2 Original sources in print

J Mothershill (ed), *Domesday Book. Sussex*, Chichester 1976

10.3 Secondary sources

Chichester District Council, *The Archaeology of Chichester & District 1991*, Chichester, 1991

B Crook, 'Oving' in L F Salzman (ed), *The Victoria history of the county of Sussex*, Vol 4, London, 1953, 165-70

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C K Currie, *Project Design for an archaeological watching brief on pipeline construction between Shopwyke and Westhampnett, West Sussex*, unpublished client report, 2001

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I Nairn & N Pevsner, *The buildings of England. Sussex*, Harmondsworth, 1965

Wessex Archaeology, *Westhampnett by-pass, Chichester, Sussex: assessment of potential and proposal for analysis*, Wessex Archaeology client report, revised edition, 1993

Wessex Archaeology, *Land off Claypit Lane, the Goodwood estate, Westhampnett, West Sussex*, unpublished Wessex Archaeology archaeological evaluation report, 2000

Wessex Archaeology, *Land off Claypit Lane, the Goodwood estate, Westhampnett, West Sussex*, unpublished Wessex Archaeology archaeological mitigation interim statement, 2001

Appendix 1: Sites and Monuments Record Information

The information listed here has been extracted from the West Sussex County Sites and Monuments Record (SMR), with supplementary information from the SMR of Chichester District. The numbers given relate to those shown on the SMR maps. These are the Ordnance Survey numbers, and relate to individual 1:10000 scale map sheets. Equivalent West Sussex database numbers are given thereafter in brackets. If there is no bracketed number, the site came from the Chichester database, and has not been added to the West Sussex list yet.

SMR nos	Description	Grid reference
SU80NE5 (0564)	Portfield Pit; Bronze Age & Roman pottery, plus Roman well	SU 8814 0548
SU80NE12 (05710)	Maudlin; site of medieval hospital	SU 8870 0650
SU80NE17 (4853)	Westhampnett church; Roman building materials reused in	SU 8809 0617
SU80NE18 (0576)	Portfield Pit; Palaeolithic hand axe	SU 8822 0557
SU80NE33 (4837)	Tarmac Quarry, Roman pottery	SU 8870 0580
SU80NE35 (0596)	Westhampnett Church Farm; Neolithic axe	SU 8816 0622
SU80NE44 (0606)	Westhampnett Church Farm; dovecote	SU 8817 0622
SU80NE45 (0607)	Tarmac Quarry, WWII chalk marker for aircraft	SU 8887 0583
SU80NE53 (0617)	Westhampnett Brickworks, old brick works and quarries	SU 8830 0630
SU80NE67 (5439)	Tarmac quarry, Bronze Age cremations	SU 8868 0584 SU 8878 0584
SU80NE68 (5440)	Tarmac Quarry, Iron Age/Romano-British settlement site	SU 8880 0580
SU80NE75 (5463)	Maudlin Farm, Bronze Age settlement	SU 8920 0605
SU80NE75 (5464)	Maudlin Farm, Iron Age settlement	SU 8920 0605
SU80NE75 (5465)	Maudlin farm, Roman-British settlement	SU 8920 0605
SU80NE 84	Westhampnett Church Farm, Bronze Age bronze flat axe	SU 882 063
RR15	A27/Stane Street; Roman road ³	SU 8830 0622 SU 8866 0652

Other sites not listed on SMRs:

Shopwyke Manor Farm	Possible medieval manor (farm) site	SU 8855 0538
Shopwyke Park	Post-medieval Country House with associated lodge houses	SU 8880 0537

³ Only that section affected by the pipeline is given here.

Appendix 2: list of contexts excavated

Context	Description	Munsell Colour
01	Tarmac blocks	
02	Sandy gravel layer	10YR 6/4
03	Sandy clay gravel layer	10YR 4/6
04	Tarmac road surface	
05	Clay layer	10YR 4/4
06		
07		
08		
09		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		

Appendix 3: catalogue of photographs taken

Photographs were taken in both colour slide and monochrome print. In the archive the colour slides are prefixed with the site code, followed by 'S' to indicate photograph type, eg SP/S/* (* indicating the photograph number). Monochrome prints are numbered SP/M/*, following the same procedure as for slides.

Photo number	Description
1	Trench through footpath section of old Coach Rd, 80m south of by-pass from SE
2	ditto
3	Trench through Coach Rd at northern end, from NNE
4	ditto
5	Trencher at work approaching the southern end of Coach Rd, from N
6	ditto
7	Trench 100m from southern end of Coach Rd showing typical section, from S
8	ditto

Appendix 4: glossary of archaeological terms

Archaeology: the study of man's past by means of the material relics he has left behind him. By material relics, this means both materials buried within the soil (artefacts and remains of structures), and those surviving above the surface such as buildings, structures (e.g. stone circles) and earthworks (e.g. hillforts, old field boundaries etc.). Even the study of old tree or shrub alignments, where they have been artificially planted in the past, can give vital information on past activity.

Artefacts: any object made by man that finds itself discarded (usually as a broken object) or lost in the soil. The most common finds are usually pottery sherds, or waste flint flakes from prehistoric stone tool making. Metal finds are generally rare except in specialist areas such as the site of an old forge. The absence of finds from the activity of metal detectorists is not usually given much credibility by archaeologists as a means of defining if archaeology is present

Baulk: an area of unexcavated soil on an archaeological site. It usually refers to the sides of the archaeological trench.

Burnt flint: in prehistoric times, before metal containers were available, water was often boiled in pottery or wooden containers by dropping stones/flints heated in a fire into the container. The process of suddenly cooling hot stone, particularly flint, causes the stone to crack, and form distinctive crazed markings all over its surface. Finds of large quantities of such stone are usually taken as a preliminary indication of past human presence nearby.

Context: a number given to a unit of archaeological recording. This can include a layer, a cut, a fill of a cut, a surface or a structure.

Cut: usually used to mean an excavation made in the past. The 'hole' or cut existed in time as a void, before later being backfilled with soil. Archaeologists give a context number to the empty hole, as well as the backfilled feature (called the 'fill').

Desk-based assessment: an assessment of a known or potential archaeological resource within a specific land unit or area, consisting of a collation of existing written or graphic information, to identify the likely character, extent and relative quality of the actual or potential resource.

Earthwork: bank of earth, hollow, or other earthen feature created by human activity.

Environmental evidence: evidence of the potential effect of environmental considerations on man's past activity. This can range from the remains of wood giving an insight into the type of trees available for building materials etc, through to evidence of crops grown, and food eaten, locally.

Evaluation: a limited programme of intrusive fieldwork (mainly test-trenching) which determines the presence or absence of archaeological features, structures, deposits, artefacts or ecofacts within a specified land unit or area. If they are present, this will define their character, extent, and relative quality, and allow an assessment of their worth in local, regional and national terms.

Hedgebanks: banks of earth, usually with a ditch, that have been set up in the past on which is planted a stock-proof line of shrubs. There is written evidence that they were made from at least Roman times, but they are suspected as existing in prehistoric times.

Lynchets: bank of earth that accumulates on the downhill side of an ancient ploughed field as the disturbed soil moves down the slope under the action of gravity.

Munsell colour: an objective method of defining soil colour using a specially designed colour chart for soils. The reading defines hue (an objective description of colour; eg YR means yellow-red), value (darkness or lightness of the colour) and chroma (the greyness or purity of the colour). For example 10YR 3/2 is a dark grey-brown.

Natural [layer]: in archaeological reports, this is a layer that has been formed by natural process, usually underlying man-made disturbance.

Period: time periods within British chronology are usually defined as Prehistoric (comprising the Palaeolithic, Mesolithic, Neolithic, Bronze Age, Iron Age), Roman, Saxon, Medieval and Post-medieval. Although exact definitions are often challenged, the general date ranges are as given below.

Prehistoric c. 100,000 BC - AD 43. This is usually defined as the time before man began making written records of his activities.

Palaeolithic or Old Stone Age 100,000 - 8300 BC

Mesolithic or Middle Stone Age 8300 - 4000 BC

Neolithic or New Stone Age 4000 - 2500 BC

Bronze Age 2500 - 700 BC

Iron Age 700 BC - AD 43

Roman AD 43-410

Saxon AD 410-1066

Medieval AD 1066-1540

Post-medieval AD 1540-present

Pottery sherds: small pieces of broken baked clay vessels that find their way into ancient soils. These can be common in all periods from the Neolithic onwards. They often find their way into the soil by being dumped on the settlement rubbish tip, when broken, and subsequently taken out and scattered in fields with farmyard manure.

Project Design: a written statement on the project's objectives, methods, timetable and resources set out in sufficient detail to be quantifiable, implemented and monitored.

Settlement: usually defined as a site where human habitation in the form of permanent or temporary buildings or shelters in wood, stone, brick or any other building material has existed in the past.

Site: usually defined as an area where human activity has taken place in the past. It does not require the remains of buildings to be present. A scatter of prehistoric flint-working debris can be defined as a 'site', with or without evidence for permanent or temporary habitation.

Sondage: an arbitrary hole dug during archaeological excavation. Often dug after the main excavation is complete to quickly test for information that may be required to clarify points of the main excavation.

Stratigraphy: sequence of man-made soils overlying undisturbed soils; the lowest layers generally represent the oldest periods of man's past, with successive layers reaching forwards to the present. It is within these soils that archaeological information is obtained.

Worked flint or stone: usually taken to mean pieces of chipped stone or flint used to make prehistoric stone tools. A worked flint can comprise the tools themselves (arrowheads, blades etc.), or the waste material produced in their making (often called flint flakes, cores etc.).
