



Haul Road and Associated Works for
Redhayes Access Bridge
Adjacent to Junction 29 of the M5
Exeter, Devon

Archaeological Watching Brief Report





**HAUL ROAD AND ASSOCIATED WORKS FOR
REDHAYES ACCESS BRIDGE
ADJACENT TO JUNCTION 29 OF THE M5
EXETER, DEVON**

ARCHAEOLOGICAL WATCHING BRIEF REPORT

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Summary

Wessex Archaeology was commissioned by Tim Obee of Parsons Brinckerhoff, on behalf of Devon County Council, to undertake an archaeological watching brief during groundworks for the installation of a temporary haul road, work compounds and associated works prior to the construction of an access bridge spanning the M5 motorway to the north of Junction 29 near Exeter in Devon, situated between NGR 297323 093250, 296986 093517 and at NGR 296817 93519. The proposed scheme provides a pedestrian/cycle link spanning the M5 motorway to the north of Junction 29 near Exeter to reconnect Gypsy Hill Lane and Blackhorse Lane, restoring a historic Right of Way severed by the construction of the M5 motorway in the 1970s.

In order to construct the bridge a number of temporary and permanent works were required on both sides of the M5 motorway. This watching brief was carried out in accordance the description of Stage 3 Archaeological Work as set out in the *Exeter Science Park Written Scheme of Investigation* and was carried out between the 20th July and 25th of August 2010 with an additional attendance on the 12th October. This report documents the scope of archaeological watching brief and presents an assessment of the results.

The eastern part of the Site is situated within 19th century parkland originally associated with former Redhayes House, the remains of which are visible at the top of the slope adjacent to Blackhorse Lane to the north. The parkland is characterised by improved pasture set with mature trees. The haul road crosses the parkland roughly diagonally from the south-east corner at the lodge house to the north-west corner adjacent to the M5 motorway. A works compound is located on the opposite side of the M5 at this location just off Gypsy Hill Lane.

One archaeological feature, a post-medieval field boundary ditch, was identified during the watching brief this was recorded along the route of the haul road within the parkland. The groundworks for a works compound and utilities around Blackhorse Lane and Gypsy Hill Lane (a possible Roman road) produced no archaeological evidence of a Roman road/track or any Romano-British activity. An existing flanking earthen bank to the south of Blackhorse/Gypsy Hill Lane was found to be of recent construction containing quantities of modern finds.

A number of un-stratified topsoil finds were recovered during this phase of work, these included a single struck prehistoric flint, two metal objects (both copper alloy) identified as an early post-medieval rectangular coin weight, recovered from the haul road topsoil stripping, and a circular mount or fitting bearing a design of a Tudor Rose.

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The fieldwork was conducted by Abigail Rolland (Project Manager), Matt Rous (Buildings & Landscape Archaeologist), Phil Harding (Archaeologist), John Martin (Archaeologist), Stephen Beach (Archaeologist) and Simon Flaherty (Assistant Archaeologist). The report was compiled by Stephen Beach with the assistance of Matt Rous and John Martin. The finds report was produced by Lorraine Mephram and the figures were prepared by Ken Lymer. The fieldwork and post-excavation was managed on behalf of Wessex Archaeology by Abigail Rolland.

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Archaeological Watching Brief Report

1 INTRODUCTION

1.1 Project Background

1.1.1 Wessex Archaeology (WA) was commissioned by Tim Obee of Parsons Brinckerhoff, on behalf of Devon County Council (the Client), to undertake an archaeological watching brief during groundworks for the installation of a temporary haul road and construction compounds prior to the construction of an access bridge spanning the M5 motorway to the north of Junction 29 near Exeter in Devon (**Figure 1**); between NGR 297323 093250, 296986 093517 and at NGR 296817 93519 (hereafter 'the Site').

1.1.2 The proposed scheme provides a pedestrian/cycle link spanning the M5 motorway to reconnect Gypsy Hill Land and Blackhorse Lane, restoring a historic Right of Way severed by the construction of the M5 motorway in the 1970s. In order to construct the bridge a number of temporary and permanent works were required. These works were positioned on both side of the M5 motorway. The location and nature of the works are summarised as follows and illustrated on **Figure 1**:

- **East Site – Haul Road and Compound** a new temporary haul road was constructed to enable access of construction plant and materials to the bridge site and its associated temporary construction compound.
- **West Site – Gypsy Hill Lane Access and Compound** a temporary access track and compound are required at this location to enable bridge construction from the west.

1.1.3 Planning permission was granted for the Redhayes Access Bridge including a temporary haul route and compound for construction of the access bridge over the M5 (DCC/2907/2009) and the Foot/Cycle Bridge over the M5. Condition 7 is informed by an Archaeological Brief (ARCH/CM/ED/EX14654) which required a phased programme of archaeological work to be undertaken in accordance with an approved Written Scheme of Investigation (WSI) approach followed by mitigation as and where necessary.

1.1.4 An overarching WSI was prepared to provide a coherent and coordinated approach to the archaeological survey, evaluation and mitigation of the effects of the ESP development and its associated infrastructure works (Exeter Science Park WSI, Wessex Archaeology 2010 73561.04). For each separate phase of works associated with the Exeter Science Park the archaeological requirements needed to adhere to the planning condition and these were set out in a detailed Project Design.

1.1.5 This Archaeological Watching brief falls under the description of Stage 3 archaeological work as set out in the Exeter Science Park Written Scheme of Investigation (WSI) and was carried out in accordance with the Haul Road for *Redhayes Access Bridge Adjacent to Junction 29 of the M5 Exeter, Devon – Project design for an Archaeological Watching Brief* (Wessex Archaeology 2010 73563.02).

1.1.6 The watching brief was undertaken between the 20th July and 25th August 2010 with an additional attendance on the 12th October. This report documents the scope of the archaeological watching brief undertaken and presents the results of these works.

1.2 Site location and geology

1.2.1 The East Site is situated within 19th century parkland originally associated with former Redhayes House, the remains of which are visible at the top of the slope adjacent to Blackhorse Lane to the north (Wessex Archaeology 2010). The parkland is characterised by improved pasture set with mature trees. The route of the haul road within the Site crosses parkland roughly diagonally from the southeast corner at the lodge house to the northwest corner adjacent to the M5 motorway (**Figure 1**).

1.2.2 The West Site is situated on the opposite side of the M5 from the East Site; the Gypsy Hill Lane compound was constructed to the south of the lane, which originally connected to Blackhorse Lane before the construction of the motorway.

1.2.3 The Route crosses Bridgnorth Soils overlying Dawlish Sandstone. From the southeast to the northwest corner of the underlying landform slopes upwards from c.30m above Ordnance Datum (aOD) to c.40m aOD.

1.3 Best practice

1.3.1 The watching brief was carried out in accordance with the relevant guidance given in the *Institute for Archaeologist's Standard and Guidance for Archaeological Watching Briefs* (IfA 2008).

2 ARCHAEOLOGICAL BACKGROUND

2.1 Introduction

2.1.1 The archaeological and historical background to the Site and the surrounding area has been covered in detail in a number of previous studies and investigations carried out in association with the development of the Exeter Science Park and the planned upgrading of the adjacent motorway junction.

2.1.2 East of Exeter Major Scheme Bid M5 Junction 29 and Old A30 Exeter Devon. Historic Environment Desk-based Assessment. Wessex Archaeology report 63771 (2007);

2.1.3 Redhayes Estate, Exeter, Devon – Building and Landscape Survey. Wessex Archaeology report 73562.01 (2010);

- 2.1.4 East of Exeter, M5, Devon. Archaeological Evaluation Report. Wessex Archaeology report 69451.03 (2008).

2.2 Results of Previous Fieldwork

- 2.2.1 A number of archaeological investigations have been carried out within the vicinity of the haul road route. The results of these surveys directly inform the nature of the potential archaeological resource covered by this watching brief.
- 2.2.2 In 2007 an area of land overlapping with the main haul road in the parkland was assessed to establish the likely impacts resulting from the provision of a new junction link road. A series of WebTAG assessments, an archaeological desk-based assessment (Wessex Archaeology 2007a), a geophysical survey (Archaeological Surveys Ltd 2007) and a programme of archaeological evaluation by trial trench excavation (Wessex Archaeology 2007b) were undertaken.
- 2.2.3 Together these surveys identified numerous field ditches and hedged land boundaries dating to the post-medieval period, the majority of which corresponded to features on historic maps of the area, dating to between 1801 and 1889. Several smaller undated field boundaries were also recorded and an abraded sherd of Iron Age pottery was recovered. Evidence of land division and slight remodelling of the Site, prior to and during the imparkment in the late 19th century is still evident both as extant earthworks and buried features within the parkland.
- 2.2.4 The 19th century parkland was the subject of a recent building and landscape survey (Wessex Archaeology 2010a). This survey identified a number of components which survive and combine to inform the heritage value of the place, these include the parkland, its trees and associated iron railings.
- 2.2.5 Along the remainder of the haul road route the archaeological potential is informed by the results of the previous investigation described above along with a number of sites and finds recorded in the surrounding area.
- 2.2.6 Isolated finds of flint implements and limited amounts of prehistoric pottery have been recorded during fieldwalking at a number of locations in the vicinity of the Site, and particularly during the watching brief associated with the construction of the new A30. Whilst these finds provide no clear focus, they do indicate a background level of prehistoric activity, mainly dating to the Neolithic and Bronze Age periods within the area.
- 2.2.7 Iron Age settlement activity, initially indicated by cropmark evidence, has been recorded to the south of Blackhorse on the line of the new A30, east of the Site. Here, an enclosed Iron Age farmstead was recorded. The settlement occupied a low ridge overlooking River Clyst and comprised a rectilinear enclosure ditch surrounding a round house and a number of four-post structures.
- 2.2.8 The course of the Roman road from Dorchester to Exeter is thought to follow the approximate line of the old A30, passing through, or in close proximity to,

the Site. A second east-west aligned Roman routeway may also be preserved in the line of Blackhorse Lane.

- 2.2.9 Subsequent to the archaeological watching brief on the haul road and associated sites, a geophysical survey and metal detector survey of field to the north and east of the haul road were carried out (Wessex Archaeology forthcoming). The results of these surveys were not finalised at the time of writing. However, the proliferation of post-medieval coins, tokens and buttons found in the field to the north of Blackhorse Lane is of note. Also of relevance here are a series of north-south aligned linear geophysical anomalies, which appear to line up with similar features recorded within the area of the haul road during previous investigations (Wessex Archaeology 2007b).

3 AIMS AND OBJECTIVES

- 3.1.1 A project design for the watching brief was prepared (Wessex Archaeology 2010b), providing full details of the research aims and methods, in keeping with the scope of the watching brief set by Devon HES and forming a condition of planning permission (DCC/2907/2009).

- 3.1.2 The HES brief is set out in detail in the Validation Requirements Document; in the HES comments on the proposals (DCC HES REF:Arch/CM/ED/EX 14654) and in correspondence from Bill Horner dated 16th July 2010. The aims of the watching brief were:

- To minimise the loss/damage to the significance of the heritage resource by means of its permanent record.
- To provide further information concerning the presence/absence, date, nature and extent of any buried archaeological remains.
- To investigate and record any buried archaeological remains encountered.

- 3.1.3 To achieve these objective the Devon HES brief stipulated a combination of an archaeological watching brief of topsoil removal, a targeted metal detector survey, the archaeological observation and recording of fieldbank and hedgerow sections and the retrospective observation of areas stripped without archaeological supervision.

4 METHODOLOGY

4.1 Monitoring the Development

East Site – Haul road and compound

- 4.1.1 The construction of the haul road entailed the removal of the topsoil along a 4.5m wide track (**Plate 4**), with some passing bays (taking maximum width to 18m). Topsoil was removed up to a depth of 250mm along the haul road. The haul road was then rolled with sand, laid with geotextile (Bontec SG 18/19) and compacted.

- 4.1.2 The easement for the haul road was subject to a metal detector scan carried out by Wessex Archaeology staff prior to the start of construction. The location of all non-ferrous responses was recorded using a handheld GPS. The areas surrounding any identified anomalies were subject to closer inspection during topsoil stripping operations.

4.1.3 The fieldwork consisted of the monitoring of groundworks beneath the present ground surface, including:

- The stripping of the topsoil along the haul road, including passing bays;
- The inspection of stripped surface for archaeological features and any non-ferrous responses from the metal detector;
- The scanning of excavated spoil for artefacts, including use of a metal detector where possible; and
- The archaeological monitoring of any hedgerow removal or alterations and in particular attention was given to northern end of the route close to Blackhorse Lane, which may follow the course of a Roman road.

West Site – Gypsy Hill Lane access and compounds

4.1.4 Specific tasks conducted within the West Site included:

- Archaeological recording of groundworks on the west side of the M5;
- Recording of the bridge abutment section through Blackhorse/Hollow Lane (possible Roman road);
- The observation of any other available sections;
- A metal detector survey of spoil bunds;
- The recording of sectioned fieldbanks.

4.2 Recording

4.2.1 Archaeological remains were excavated and recorded at a level commensurate with the scale of work and using Wessex Archaeology's *pro forma* recording system.

4.2.2 Where practical, and without causing unreasonable delay to the groundworks programme, excavation included the sampling of features and deposits in order to recover artefacts, ecofacts and dating evidence. Recording included written, drawn, and photographic elements as conditions allowed.

4.2.3 Areas under archaeological observation were surveyed using a Leica Viva GPS system, tied in to the Ordnance Survey. Excavated materials from the groundworks were visually examined for archaeological material and a metal detector was used to enhance artefact recovery.

4.2.4 A full photographic record was maintained, using a digital camera equipped with an image sensor of not less than 10 megapixels.

4.3 Finds

4.3.1 Finds were treated in accordance with the relevant guidance given in the Institute for *Archaeologist's Standard and Guidance for Archaeological Field Evaluation* (IfA 2008), the UK Institute of Conservators Guidelines "Conservation Guideline No 2" and the Museums and Galleries Commissions "Standards in the Museum Care of Archaeological Collections" (1991) excepting where they are superseded by statements made below.

- 4.3.2 All artefacts from excavated contexts were retained, except those from features or deposits of obviously modern date.
- 4.3.3 All retained artefacts were, as a minimum, washed, weighed, counted and identified. Any artefacts which required conservation or specific storage conditions were dealt with immediately in line with First Aid for Finds (Watkinson & Neal 1998).
- 4.3.4 The archive will be deposited with Devon Museums Service.

5 RESULTS

5.1 Introduction

- 5.1.1 Fourteen separate visits were made during the initial groundworks on the East and West Sites.
- 5.1.2 This section includes all information on the natural deposits encountered and any archaeological features and deposits that were recorded, and is based on the site archive held by Wessex Archaeology under site code 73563. More detailed trench and context descriptions are included in **Appendix 1**.

5.2 East Site –Watching Brief

Haul Road and Compound Strip

- 5.2.1 The haul road and compound strip consisted of four main phases of intrusive groundworks: the topsoil and subsoil stripping the haul road, the topsoil and subsoil stripping of the compound site, the removal of a section of hedge-bank north of Redhayes Lodge, and the expansion of the Site access opposite Redhayes Lodge (**Figure 1**).
- 5.2.2 The natural stratigraphic sequence of the deposits excavated for the haul road was as follows. Natural clay was encountered at 0.41m below ground level. Overlying this parent material was a 0.21m thick B-horizon (subsoil) of mid reddish-brown silty clay. The A-horizon (topsoil) was found to be 0.20m thick and consisted of a reddish-brown silty clay.
- 5.2.3 A single ditch **104 (Figure 2)** was identified during the haul road topsoil strip. The ditch was found to extend in a north-east to south-west direction across the haul road and the associated compound. The ditch was found to be 1.40m wide and 0.18m deep, with a gently sloping concave profile. The ditch contained a single fill (**105**) of topsoil derived grey-brown silty clay, with extremely rare inclusions of charcoal flecks. No datable finds were recovered from the ditch fill. The ditch fill demonstrated no clear direction of deposition, and no evidence of a surviving bank was observed during excavation.
- 5.2.4 It is considered likely that ditch **104** represents a post-medieval field boundary. It appears to be part of the same overall feature as 1904 (a hedgerow boundary) and a backfilled ditch feature 2704, identified during the 2007 evaluation (Wessex Archaeology, 2007b).

- 5.2.5 Two copper alloy objects (**Figure 2; Plates 9 and 10**) were recovered from the topsoil of the haul road strip, and were identified as an early post-medieval rectangular coin weight and a circular mount or fitting bearing a design of a Tudor Rose.

Hedge Bank – north of Redhayes Lodge

- 5.2.6 A section hedgerow bank was stripped to the north of Redhayes Lodge to facilitate access to the haul road from the entrance of the driveway to Redhayes House (**Figure 1**). Other than revealing the width of the final asphalt covered driveway, no archaeological features or deposits were identified.

Redhayes Lodge Driveway Corner

- 5.2.7 In addition to the hedge-bank strip, the eastern (internal) corner of the junction leading to the Redhayes House driveway, opposite Redhayes Lodge, was widened to facilitate access (**Figure 1**). No archaeological features or deposits were identified during these groundworks.

Redhayes Lodge Haul Road Extension and Haul Road Widening

- 5.2.8 To enable access for the large crane required for the bridge placement lift, a second phase of topsoil stripping was carried out to widen the haul road, and further improve the access north-east of Redhayes Lodge (**Figure 1, Plates 14 and 15**). No further archaeological features or deposits or artefacts were identified during these groundworks.

Area Strip – north of the haul road, south of Blackhorse Lane

- 5.2.9 Vegetation and topsoil was also removed from an area of garden covering c.0.3ha situated east of the M5, north of the haul road and south of Blackhorse Lane (**Figure 1**).
- 5.2.10 At the northern end of an area of former garden associated with the site of Redhayes House (Wessex Archaeology 2010a) were the remains of two glasshouses (**Plate 7**), which appeared to date to the mid-late 20th century (they do not appear on the 1939 Ordnance Survey map). Although ruinous and heavily obscured by vegetation the buildings appear to have originally consisted of a principal large lean-to glasshouse to the north (of concrete blockwork and Portland cement construction) with a series of smaller rectangular cold-frames to the immediate south (constructed from five - six courses of red brick in English bond and Portland cement). Remnant painted softwood timber and corrugated clear plastic sheeting indicate that the lean-to building was once covered with this material. It is likely that the cold frames had glass and timber coverings.
- 5.2.11 A section of roadside banking associated with Blackhorse Lane, to the north of the garden was found to be butting or built-up against the northern blockwork wall of the northern glasshouse. The roadside banking was found to contain quantities of modern glass bottles, wire, nails and plant posts. The bank was considered to be of modern origin, and not of any great antiquity.
- 5.2.12 In addition to the glasshouses, a section of sandstone wall (**201**) was exposed by the strimming works (**Plate 6**). On closer inspection the wall appeared to be of relatively modern construction with planters incorporated

at the top. The wall was photographed and described with dimensional detail recorded and its position recorded.

- 5.2.13 The wall measured 6.74m in length x 0.45m in width and 0.9m - 1.10m in height. Construction was of coursed random rubble of large (<0.45m) red sandstone blocks with pale grey gritty cementitious mortar with frequent inclusions. Seven courses were identified with the top course constructed from stones on end in order to form three crude planters filled with compost. The easternmost section abuts a timber gate post indicating an entranceway to the former garden. It is likely that a similar wall originally extended to the east of this entranceway but it has most likely been robbed out. Although constructed from sandstone in traditional style the method of construction and materials used suggests that this wall dates from the late 20th century (it certainly post-dates the 1939 Ordnance Survey map of the area).

Service Investigation Pits – Blackhorse Lane

- 5.2.14 Four hand-dug underground service investigation pits were excavated to the north and south of the western end of Blackhorse Lane (**Figure 1** and **Plate 8**). All were found to be archaeologically sterile, and no features or deposits relating to the possible Romano-British origins of Blackhorse Lane were observed.

Water Main Diversion – Blackhorse Lane

- 5.2.15 Two further service investigation pits linked to machine excavated water main diversion trenches were excavated adjacent to, and across Blackhorse Lane (**Figure 1**).

- 5.2.16 Archaeological examination of the trench which bisected Blackhorse Lane was conducted, with particular attention to the possible Roman origins of the lane. The trench was excavated to a depth of 0.95m (c.50.55m aOD) (**Figure 3**) and the stratigraphic sequence within the trench comprised:

- 0.28m-0.95m Below Ground Level (BGL) – Context **111** - Very sandy and very compact orange-red sandy clay with modern inclusions of 'bell' wire and a cast iron service pipe. No clear signs of a trench cut for the service pipe may be suggestive of considerable modern disturbance.
- 0.12m-0.28m BGL – Context **110** - Brown to red loose very sandy clay with very common inclusions of modern hardcore and no obvious sign of any old wheel rutting;
- 0.08m-0.12m BGL – Context **109** - Modern hardcore bonded to the base of the asphalt;
- 0-0.08m BGL – Context **108** – asphalt;

- 5.2.17 No archaeological features or deposits were observed below the present surface of Blackhorse Lane, to a depth of 0.95m below ground level.

Area Strip – north of Blackhorse Lane

- 5.2.18 An area of arable field, covering c.0.72ha situated east of the M5 and north of the western limit of Blackhorse Lane, was cleared of crops and stripped to allow the diversion of a main water pipe and create an area for the bridge construction (**Figure 1** and **Plate 12**). With the exception of a single worked

flint flake, indentified in the topsoil layer (**112**), no archaeological features or deposits were identified during these groundworks. The flake is not chronologically distinctive and cannot be dated more closely than within the prehistoric period.

Bridge Platform Site

- 5.2.19 The foundation groundworks, associated with the construction of a platform for the Access Bridge, was excavated within the modern cutting of the M5 (**Figure 1** and **Plate 11**). No archaeological features or deposits were observed.

5.3 West Site

Bridge Platform Site

- 5.3.1 The foundation groundworks, associated with the construction of a platform for the Access Bridge were monitored during the watching brief (**Figure 1** and **Plate 3**). No archaeological features or deposits were identified or observed at the platform site.

West Site Compound

- 5.3.2 The west compound was constructed before the start of the watching brief. At the request of the Devon HES the spoil heaps associated with these groundworks were scanned for metal artefacts using a metal-detector.
- 5.3.3 The western compound was constructed immediately to the south of Gypsy Hill Lane, a possible Roman road, which prior to the construction of the M5 motorway linked with Blackhorse Lane (**Figure 1**). The southern edge of Gypsy Hill Lane is flanked by an earthen bank, which was removed to facilitate access to the western compound. The earthen bank (**301**) was investigated and a section through the bank was recorded (**Figure 2** and **Plate 1**). The bank was found to be constructed on topsoil derived material (**301** and **302**), deposited directly on top of the natural clay (**303**). The lower (earliest) phase of deposition (**302**) was found to contain sparse quantities of ceramic building material (CBM), while the final phase of deposition (**301**), contained 20th century CBM, glass, glass bottles and iron nails.
- 5.3.4 It is likely that this bank is contemporary with the roadside banking identified to the north of the glasshouses adjacent to Blackhorse Lane.

6 FINDS

6.1 Introduction

6.1.1 A small quantity of finds was recovered during the watching brief, from topsoil stripping, and from stratified layers. The assemblage ranges in date from late medieval to modern, with one prehistoric item.

6.1.2 All finds have been quantified by material type, and the results are presented in **Table 1**.

6.2 Finds

Prehistoric

6.2.1 A single small worked flint flake was found during improvement to the Redhayes Lodge driveway access, and haul road widening (context 112). This is not chronologically distinctive, and cannot be dated more closely within the prehistoric period.

Medieval

6.2.2 Medieval items comprise one small body sherd of late medieval pottery, in a fine sandy ware (14th or 15th century), from context **106**; three fragments of medieval roof (peg) tile, from contexts **106**, **107** and **304**; and a small fragment of a decorated floor tile from context **107**. The tile is very worn, and the design appears to have been stamped in a slightly skewed position on the tile, but the small portion surviving can be identified as forming part of the arms of England. This is a design found commonly across south-west England; it belongs to the stock repertoire of Wessex tiles of the 13th and 14th centuries, and has previously been recorded in Exeter in pavements dating after c. 1280 (Allan and Keen 1984, 235, fig. 138, T1).

Post-medieval

6.2.3 Two metal objects (both copper alloy) can be identified as early post-medieval. These comprise a small, rectangular coin weight, recovered from the haul road topsoil stripping, and a circular mount or fitting bearing a design of a Tudor Rose, found unstratified. The coin weight is stamped on the reverse with a crown over XX, over S, signifying that it was used to weigh the 20 shilling sovereign; the obverse is badly abraded and no marks can be seen. Similar stamps are known on coin weights of Edward VI (1547-53) and James I (1603-25). From 1632 all square coin weights were made illegal, and round weights were used exclusively thereafter (Figure 5).

6.2.4 The second object comprises a central disc-shaped field, bearing a five-petalled 'Tudor Rose' design, with narrow side flanges; the reverse is corroded, and no means of attachment can be discerned. No direct parallel has been found, but this is considered to be a mount or fitting, perhaps for a belt or harness strap, of early post-medieval date (16th or 17th century).

6.2.5 Other identifiable metal objects include two domed studs or rivets; a small rectangular buckle; a rim fragment from a cast vessel, probably a pipkin or cauldron; a fork or spoon handle; and a small, spherical button. All these are likely to be of post-medieval date but are not closely datable. The remaining metalwork comprises miscellaneous fragments or unidentifiable objects.

- 6.2.6 Two clay pipe bowls, both from context **106**, are of later 17th century type. Other clay pipe fragments derive from plain stems and are not closely datable.
- 6.2.7 The remainder of the pottery is post-medieval, and includes a range of wares potentially spanning the period from 15th/16th century to the present day (coarse earthenwares, including slipwares and sgraffito wares; German stonewares; Staffordshire-type slipwares; and modern refined wares).
- 6.2.8 Other finds are either demonstrably of modern date (brick fragment; ceramic wall/floor tile; glass bottles), or are undatable (animal bone; roofing slate).

Table 1: All finds by context (number / weight in grammes)

Context	Animal Bone	CBM*	Clay Pipe	Glass	Pottery	Stone	Metal
101							1 Cu; 1 Pb
106		3/104	2/28		22/465		5 Cu; 1 Fe; 3 Pb
107		4/95	4/11	3/35	35/345	1/20	5 Cu; 2 Pb
112			2/12		19/158	1/1	47 Fe
304	5/13	2/13		2/72	3/58		1 Cu
Unstrat							1 Cu
TOTAL	5/13	9/212	8/51	5/107	79/1026	2/21	60 Cu; 1 Fe; 6 Pb

*CBM = ceramic building material; Cu = copper alloy; Fe = iron; Pb = lead

7 DISCUSSION

- 7.1.1 Only one below ground archaeological feature, a post-medieval field boundary ditch (**104**), was identified during the watching brief. Ditch **104** contained no datable finds, but evidence from the previous evaluation at the Site confirmed this feature to be post-medieval (Wessex Archaeology 2007b).
- 7.1.2 A single struck flint flake of prehistoric date was recovered from the topsoil of the Haul Road strip (**112**). This isolated find can only give a limited indication of the possibility of activity of prehistoric date within the vicinity of the area.
- 7.1.3 The groundworks around Blackhorse Lane and Gypsy Hill Lane produced no archaeological evidence of a Roman road/track or any Romano-British activity, and considerable modern disturbance was identified. The existing earthen bank (**301**) to the south of Blackhorse/Gypsy Hill Lane was found to be of no great antiquity, contain quantities of modern finds.
- 7.1.4 A small quantity of medieval ceramic building material was recovered from the topsoil and spoil-heaps of both the western and eastern Sites. The small number of these finds and their dispersed nature make it difficult to comment on their significance.
- 7.1.5 A clear background level of post-medieval finds, including personal items (the Tudor Rose mount and the buckle), domestic items (pottery and cast

vessel fragments) and State level (coin weight). These finds may be indicative of a demolished medieval structure and/or medieval and post-medieval settlement in the wider landscape, or they may be present due to importation, perhaps linked to night soiling activity in the fields surrounding Exeter.

8 ARCHIVE

8.1 Project Archive

8.1.1 The project archive has been prepared in accordance with the guidelines outlined in Appendix 3 of MoRPHE (English Heritage 2008) and in accordance with the Guidelines for the preparation of excavation archives for long term storage (UKIC 1990). The excavated material and archive, including plans, photographs and written records, are currently held at the Wessex Archaeology offices under the project code 73563. It is intended that the archive should ultimately be deposited with the Royal Albert Memorial Museum, Exeter, under the Accession Code 153/2010.

8.2 Copyright

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APPENDIX 1: TRENCH AND CONTEXT SUMMARY TABLES

Area	Haul Road strip and associated works					NGR (centre)	297138.56 093298.55
Length (m)	Width (m)	Height aOD (m) (at Ground Level)			Max. Depth (m) (Below Ground Level)		
ca. 500	5.60	N	39.52	S	30.10	0.41	
Context No.	Description					Depth (m) (B.G.L)	
101	Topsoil – mid reddish brown silty clay, very fine and friable, with rare ironstone incl. Contained post-medieval to modern finds (pot, CBM)					0 – 0.20	
102	Subsoil – mid reddish brown silty clay with sparse ironstone and charcoal incl. Contained sparse CBM frags.					0.20 – 0.41	
103	Natural – mid reddish yellow silty clay with rare ironstone incl.					0.41 +	
104	Cut of ditch – northeast-southwest aligned linear feature with shallow sides and a concave base. 1.4m wide and 0.18m deep. Post-medieval field boundary					0.30 – 0.48	
105	Secondary fill of ditch – greyish brown silty clay with rare ironstone and charcoal incl.					0.30 – 0.48	
106	Topsoil – number allocated to finds collected from spoil heap (compound area)					-	
107	Topsoil – spoil heap finds					-	

Area	South of Blackhorse Lane strip					NGR (centre)	296956.16 093485.50
Length (m)	Width (m)	Height aOD (m) (at Ground Level)			Max. Depth (m) (Below Ground Level)		
87.0	47.0	42.35			0.20		
Context No.	Description					Depth (m) (B.G.L)	
201	Stone boundary wall – east-west aligned structure made of coursed random rubble of large red sandstone blocks with pale grey gritty cementitious mortar. It was 6.75m long, 0.46m wide and up to 1.25m high. Stone boundary wall adjacent to gateposts					N/A	

Area	Service investigation pits				
TP	Length (m)	Width (m)	Height aOD (m) (at Ground Level)	NGR (centre)	
1	3.18	0.97	44.08	296946.90 093533.09	
2	1.00	0.47	43.78	296968.40 093530.78	
3	0.75	0.64	43.80	296968.77 093525.41	
4	3.80	1.25	43.95	296989.02 093531.07	
No archaeological features or deposits were observed					

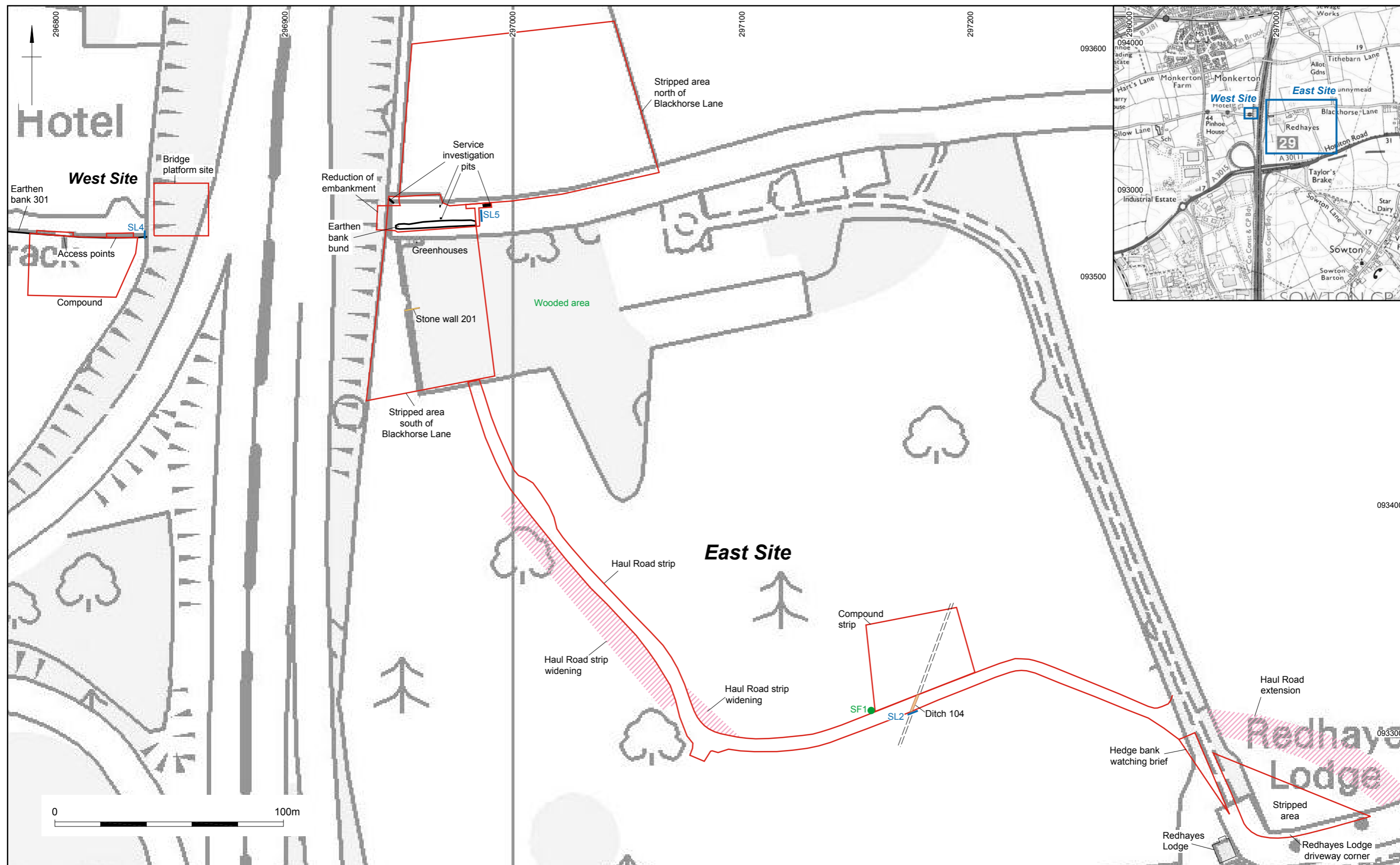
Area	Water Main Diversion – Blackhorse Lane					NGR (centre)	297004.42 093524.27
Length (m)	Width (m)	Height aOD (m) (at Ground Level)			Max. Depth (m) (Below Ground Level)		
N/A	ca. 0.60	ca. 50.55			0.95		
Context No.	Description					Depth (m) (B.G.L)	
108	Asphalt					0 – 0.08	

109	Modern hardcore bonded to the base of the asphalt	0.08 – 0.12
110	Brown to red loose sandy clay with common incl. of modern hardcore. No signs of old wheel rutting	0.12 – 0.28
111	Orangey red sandy clay with modern incl. of “bell” wire and cast iron service pipe. No obvious signs of a trench cut – considerable modern truncation	0.28 – 0.95
No archaeological features or deposits were observed		

Area	North of Blackhorse Lane strip		NGR (centre)	296984.78 093564.52
Length (m)	Width (m)	Height above Ordnance Datum (m) (at Ground Level)	Max. Depth (m) (Below Ground Level)	
114.0	56.0	N/A	0.41	
Context No.	Description			Depth (m) (B.G.L)
112	Topsoil – same as 101. Contained undiagnostic flint flake			0 – 0.20
No archaeological features or deposits were observed				

Area	Bridge platform site		NGR (centre)	296867.13 096549.87
Length (m)	Width (m)	Height above Ordnance Datum (m) (at Ground Level)	Max. Depth (m) (Below Ground Level)	
26.0	26.0	N/A	-	
No archaeological features or deposits were observed				

Area	West Site Compound		NGR (centre)	296815.01 093507.52
Length (m)	Width (m)	Height above Ordnance Datum (m) (at Ground Level)	Max. Depth (m) (Below Ground Level)	
48.0	27.0	N/A	-	
Context No.	Description			Depth (m) (B.G.L)
301	Earthen bank – topsoil layer: greyish brown silty loam with sparse ironstone incl. contained CBM and glass of modern date. Dimensions: 10m+ long x 3.2m wide x 0.5m thick			N/A
302	Earthen bank – subsoil layer: reddish brown silty clay loam with rare ironstone frags. Dimensions: 10m+ long x 2.45 m wide x 0.77m thick			N/A
303	Natural – reddish brown silty clay			-
304	Topsoil – number allocated to differentiate topsoil on site from the bank deposit			



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Site location plan

Figure 1

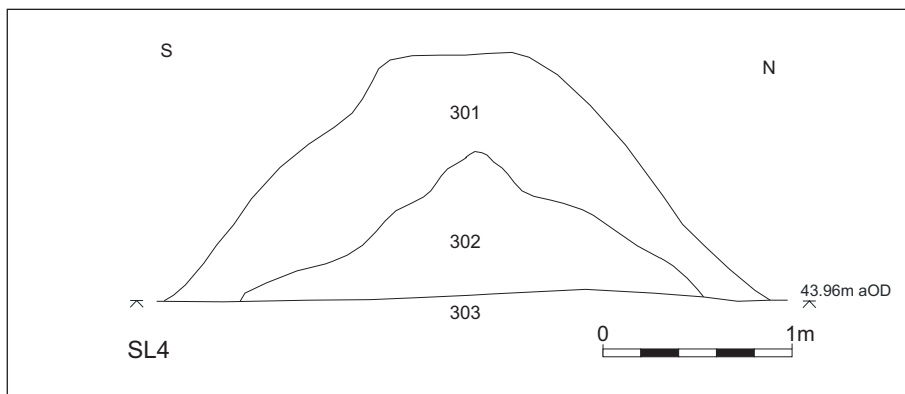
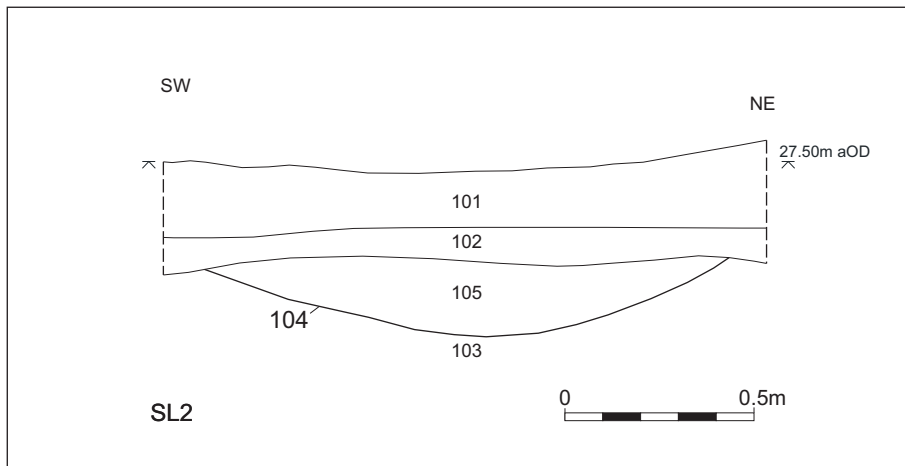


Plate 1: Section 4

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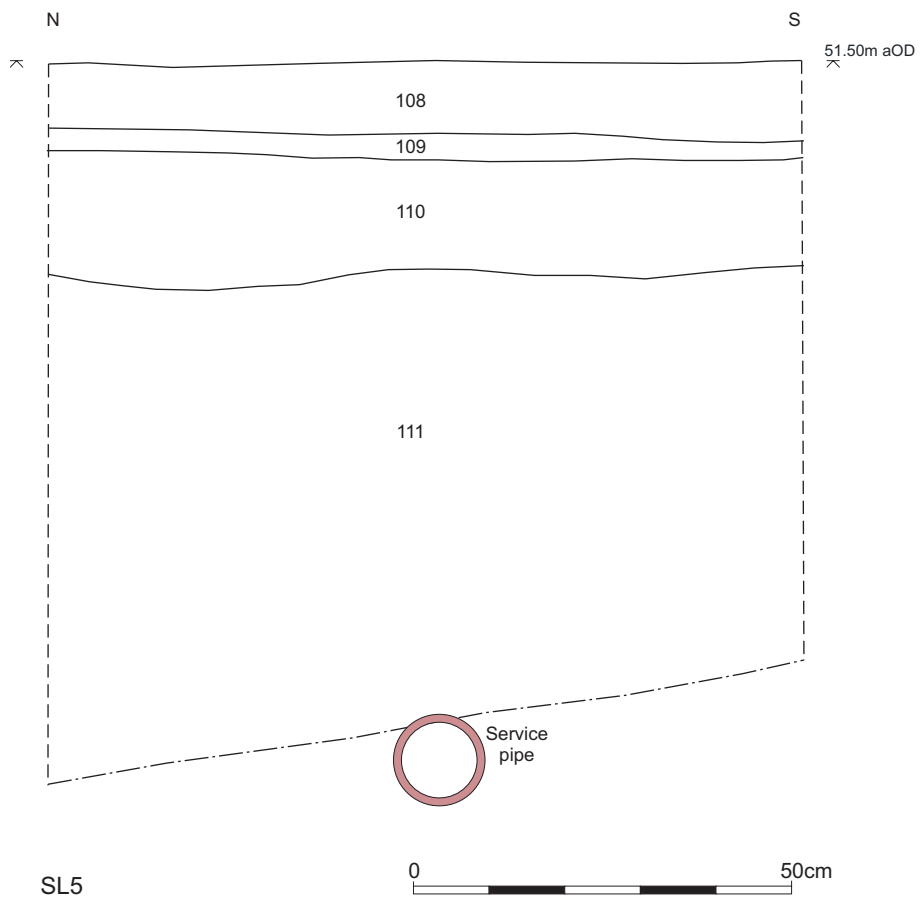


Plate 2: Section 5

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Plate 3: The platform site



Plate 4: Haul Road strip



Plate 5: Haul Road strip



Plate 6: Stone wall 201



Plate 7: Glass House



Plate 8: Location of service investigation pit



Plate 9: Coin weight



Plate 10: Tudor Rose fitting

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Plate 11: Reduction of embankment on eastern side



Plate 12: Area strip north of Blackhorse Lane



Plate 13: Water main diversion, north of Blackhorse Lane



Plate 14: Haul Road widening



Plate 15: Redhayes Lodge Haul Road extension



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