

ARCHAEOLOGICAL OBSERVATION

SHIPTON MOYNE WATER MAIN REPLACEMENT SCHEME PHASE II SHIPTON MOYNE GLOUCESTERSHIRE

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Cover: View looking southwest showing slight earth bank in woodland to W of Fosse Way

REPORT SPECIFICATION

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1. Non-Technical Summary

Archaeological observation was undertaken on behalf of Bristol Water plc of open-cut trenching excavations for the insertion of a new water main, extending northeast from Shipton Moyne Pumping Station, along the line of the Fosse Way (a military highway of Roman origin) and through fields to the west of the road, terminating at the crossing of the River Avon (Tetbury Branch).

The main phase of pipe-laying took place during March and April 2012, with a short stretch excavated in September 2012 with the granting of permission to undertake ground disturbance activity in the vicinity of badger setts.

Trenching along the route of the Fosse Way revealed multiple modern road surfaces and three isolated sections of earlier road construction, which could possibly be of Roman origin, although it should be stressed that no artefacts positively indicating a Roman date were recovered from any of the road construction layers. Extensive evidence of disturbance by late post-medieval/modern road improvement works, land drains and service trenching were noted along the entirety of the route.

The earliest feature identified was a northwest-southeast aligned ditch revealed in a section of trenching to the northeast of Fossetillery Farm beneath a sequence of deposits probably associated with the original construction of the Roman road. This feature was assigned an early Bronze Age date (c. 2,500-2,000 BC), based on the fact that a sherd of probable Beaker pottery (representing a distinctive kind of vessel characteristic of this period which appears to have formed part of a 'cultural package' that entered Britain at around this time) was found within the ditch.

In Section 1 to the northeast of Fosse Cottages and Section 2 southwest of Fossetillery Farm, the earliest evidence of road construction consisted of a thin bedding layer of small flat stones overlying an earlier pre-Roman soil horizon which was overlaid by a layer of golden-yellow gravels forming a make-up deposit for the road. To the northeast of Fosse Cottages, this make-up deposit was overlaid by a layer of stone cobbling but to the southwest of Fossetillery Farm it had been largely removed.

Section 3 to the northeast of Fossetillery Farm, a different method of road construction appears to have been employed. Although there appears to have been a bedding deposit of stones, similar to that encountered in Sections 1 & 2, there does not appear to have been an intervening layer of gravels at the interface between (1014) and the uppermost layer of road construction represented by (1013). This could be explained by the relatively shallow depth of the natural limestone bedrock in this area.

With the exception of the sherd of probable early Bronze Age date recovered from the northwest-southeast aligned ditch, very few stratified artefacts were recovered during this programme of archaeological observation.

No archaeological features were revealed across the fields parallel to the Fosse Way, at the northeast end of the archaeologically observed excavations, which terminated at the crossing of the River Avon.

2. Introduction

Border Archaeology was instructed by Bristol Water plc, to carry out a programme of Archaeological Observation along the specified route (*fig. 1*) during ground works. The observed section of pipeline extended NE from Shipton Moyne Pumping Station (NGR ST 89848 88462) for 1484m along the line of the Fosse Way and 534m through fields immediately W of the Fosse Way, terminating at the crossing of the River Avon (Tetbury Branch) at NGR ST 90995 90265. The work was carried out by Border Archaeology in compliance with Bristol Water's *Code of Conduct*. The site and trench plans are based on drawings supplied to Border Archaeology by Bristol Water for information.

Copies of this report will be supplied to Bristol Water, Melanie Pomeroy-Kellinger County Archaeologist, Wiltshire County Council, and Charles Parry Esq, Senior Archaeological Officer, Gloucestershire County Council.

2.1 *Soils, geology & topography*

The soils in the vicinity are predominantly typical calcareous pelosols of the EVESHAM 1 series (411a), comprising slowly permeable calcareous clayey soils associated with shallow well drained brashy calcareous soils over limestone. The underlying geology comprises Jurassic clay and limestone (SSEW, 1983).

The topography of the route rises from the Shipton Moyne pumping station towards Fossetillery Farm where it plateaus for several hundred metres before dipping steeply into the valley of the River Avon (Tetbury branch). The evidence for pre-Roman activity detailed below was located on this higher flat area which commands views S and towards Malmesbury and, dependent on the tree cover, a short distance N towards Tetbury.



Fig 1: Plan showing the route of the pipeline from Shipton Moyne Pumping Station to the River Avon (marked in yellow) with an existing gas pipeline marked in red

3. Brief Historical & Archaeological Background

The majority of the route extends along a section of the Fosse Way, which was probably constructed by the Roman army shortly after their invasion of Britain in the mid-1st century AD.

This section of the Fosse Way (now surviving as a green lane) continued to function as an important boundary feature throughout the medieval and post-medieval periods, marking the county boundary between Gloucestershire and Wiltshire and the parishes of Shipton Moyne and Brokenborough, although it declined in importance as a major roadway.

Evidence for the original construction of the road was identified during archaeological monitoring of trenching for the laying of a water mains pipe along the Fosse Way, close to where it fords the Tetbury branch of the River Avon (towards the NE end of the pipeline route under discussion). This comprised a layer of small stones 0.07-0.10m in thickness, overlaid by a thin layer of stone chips, which, in turn, underlay a thin organic deposit and a humic subsoil deposit 0.30m thick. Probable Roman road layers with similarly sized stones were discovered during the observation of these works; of particular similarity were the traces of Roman road found towards the NE end, closest to the area previously investigated.

The site of a possible Bronze Age ring ditch lies to the NE of Fossetillery Farm, approximately 30m E of the Fosse Way. Further possible evidence of later prehistoric or Roman occupation and agricultural activity has been noted in the form of curvilinear and rectangular enclosure/boundary ditch features revealed by aerial reconnaissance in this and other fields to the E of the Fosse Way. Field-walking undertaken in fields to the E of the Fosse Way (near Fossetillery Farm) has also identified scatters of Iron Age and Roman pottery. The only archaeological feature discovered during these works that did not constitute part of the Roman road was an early Bronze Age ditch [1016] beneath the Roman road that was located approximately 200m to the NE of Fossetillery Farm.

A surface scatter of medieval pottery was identified during fieldwalking to the E of Fossetillery Farm. The site of an 18th century dwelling (Old Lion House) demolished in 1938 and a mid-19th century brickworks and limekiln at Fossetillery Farm lie adjacent to the pipeline route. Bricks, mostly appearing to have come from a demolished building, made up some of the modern road layers to the NE of Fosse Cottages and generally along the section of the Fosse Way between the Fosse Cottages and Fossetillery Farm.

4. Methodology

Archaeological Observation was carried out in accordance with *Standard and Guidance for an archaeological watching brief* (IfA 2008). Border Archaeology adheres to the *IfA Code of conduct (2013)* and *Code of approved practice for the regulation of contractual arrangements in field archaeology (2008)*.

All ground reduction works were undertaken by machine using a toothless bucket and were subject to Archaeological Observation. Trench width was generally 0.6m, the trench widening in specified locations to accommodate valves and narrowing where the pipeline crossed a road. A depth of 1.3m allowed sufficient cover for the water pipe; on only a few occasions was this depth slightly exceeded to allow access beneath existing pipes. Where the pipeline crossed fields at its NE end, the topsoil was removed down to natural sub-soils prior to trenching; this was generally to a uniform depth of 0.2m.

Full written, graphic and photographic records were made using *pro-forma* record forms and sheets, these being in accordance with Border Archaeology's *Field Recording Manual (2012)*.

A photographic record was made using a high-resolution 12 MPX digital camera. All photographic records were indexed and cross-referenced to written site records. Details concerning subject and direction of view were maintained in a photographic register, indexed by frame number.

The majority of the works were completed between 12th March 2012 and 30th April 2012, with a short stretch occupied by badger setts between the Fosse Cottages and Fossetillery Farm excavated on the 12th September 2012 once permission for ground disturbance to take place had been granted.

5. Results

5.1 General Description of open-cut trenching from Shipton Moyne Pumping Station to the crossing of the River Avon

5.1.1 Trenching within the Shipton Moyne Pumping Station

Within the curtilage of Shipton Moyne Pumping Station, the trench was enlarged for connection works. This large excavation proved sterile, only three contexts were observed consisting of a gravel surface (001), 0.05m thick, laid down for car parking overlying topsoil (002) 0.15m deep, which in turn overlaid an orange to very pale yellow clayey sand subsoil (003) extending to the base of the trench (1m depth). Trenching between the grounds of the pumping station and the road was largely disturbed by roots and visibility was reduced due to retention of the pumping station perimeter wall. Across the entrance, the deposits were further disturbed by at least four pipes.

5.1.2 Trenching from the Shipton Moyne Pumping Station to the crossroads

The following deposits and features were encountered from the point at which the pipeline exited the Pumping Station and continued NE along the Fosse Way towards the crossroads with an unclassified road leading NW-SE from Shipton Moyne to Malmesbury. A total of six contexts were observed along this section of trenching, the uppermost (101) consisting of a tarmac layer, 0.20m thick which overlaid a thin deposit of brick rubble (102) 0.05m in thickness representing a sub-base deposit for the modern road. Underlying (102) was a 0.45m thick layer of well compacted medium to large limestone fragments set in a greyish-brown silty matrix (103) with frequent inclusions of brick rubble and tar, interpreted as a road make-up deposit of probable late post-medieval or modern date, probably postdating construction of the pumping station (built in 1919).



Plate 1: SE-facing view of road stratigraphy between Shipton Moyne pumping station and the crossroads

Underlying (103) was a moderately compacted greyish-brown sandy silt with frequent stone inclusions (104), only 0.10m in thickness. It is possible that this earliest stony layer represented the vestiges of an earlier road (possibly Roman) but it was not distinct on this side of the crossroads, moreover it appeared to differ markedly from the stratigraphy of the earlier Roman road recorded to the NE of Fosse Cottages (Section 1).

Underlying (104) was a firmly compacted orange/blue sandy clay (105), interpreted as natural substrate extending to a depth of 0.30m, which in turn overlaid limestone bedrock (106) which was encountered towards the base of the trench at a depth of 1.1m as the Fosse Way approached the crossroads with the unclassified lane running NW-SE from Shipton Moyne to Malmesbury. Three features were observed within this section of trenching, consisting of a series of linear cuts [107], [108] and [109], measuring approximately 0.30m wide, for modern ceramic field drains running NW-SE across the line of the pipeline trench. These were observed towards the base of the trench, however it was not possible to determine precisely from where these drains had been cut.

5.1.3 Trenching from the crossroads to Fosse Cottages

At the crossroads with the lane running NW-SE from Shipton Moyne to Malmesbury, the pipe trench was heavily disturbed by other services and large concrete culverts of modern date. Due to access issues it was not possible to undertaken further recording in this specific area. From the crossroads, the pipe trench extended within the grass verge along the NW side of the modern Fosse Way.



Plate 2: W-facing view of E-W aligned linear [208] identified in trenching to NE of crossroads

A total of nine contexts were recorded in this area, the uppermost comprising the existing topsoil (201), 0.20m in thickness, which overlaid a mixed layer of tarmac and gravel within a greyish-brown silty matrix (202), approximately 0.20m thick. Underlying (202) was a loose

to moderately greyish-brown silty clay with frequent small stone inclusions (203), which overlaid (204), a thin undulating band of golden brown clayey silt (205), 0.10m thick, underlying which was the natural substrate (206) consisting of a light blue sandy clay which was at least 0.40m thick. (206) extended to the base of the trench (approximately 1.00m depth), however just to the NE of the Fosse Cottages it was recorded as overlying natural limestone bedrock (207).

Two features were observed in this section of trenching, the first comprising a roughly E-W aligned linear [208] identified towards the base of the trench approximately 20m NE of the crossroads. This appeared to be the cut of a field drain (*Plate 2*); however, moments after discovery, the trench flooded and, with it located so close to the crossroads, it was never revealed again with such clarity.

Immediately opposite Fosse Cottages, the pipeline trench encountered a distinct midden spread (209) containing early 20th century domestic waste underlying (202) at an approximate depth of 0.40m (*Plate 3*). The midden spread, measuring roughly 0.10m thick, comprised a dump of glass bottles, bone, iron and late 19th/early 20th century pottery within a greyish-brown gritty silty clay matrix. The bottles, and particularly bottle caps, were indicative of late 19th or early 20th century date. The proximity of the deposit to the cottages would explain the domestic nature of the material.



Plate 3: W-facing view of midden area outside Fosse Cottages

5.1.4 Trenching extending to NE of Fosse Cottages

The topography rose a little more sharply from Fosse Cottages and the pipeline moved off the grass verge and into the modern roadway. Some 12m from the footpath past the Fosse Cottages was the first reasonably well-preserved section of road construction which may be tentatively assigned a Roman date; this extended SW-NE from NGR ST 90241 89054 to NGR

ST 90253 89075. This part of the road, most notably the upper cobbles, could be seen for a distance of 25m before truncation to the NE at the top of this slightly steeper incline. The Roman road in this position was recorded as Section 1 and comprised contexts (1002)-(1006) and (1011) (*See detailed discussion in 5.1.1*).

From NGR ST 90253 89075, as the road incline gradually levelled out, the stratigraphy was recorded as consisting of the tarmac road surface (301), 0.10m thick which in turn overlaid a substantial deposit of red brick rubble within a greyish-brown silty matrix (302), extending to a depth of 0.70m and overlying a moderate to well compacted greenish clay with rubble fragments (303) which in turn overlaid a firm orange/blue sandy clay (304) extending to the base of the trench (approximately 1.10-1.20m). The brick fragments were both frogged and unfrogged and were incorporated with fragments of plaster and iron (*Plate 4*).

The bricks were most likely associated with the brick and tile works situated immediately W of the Fosse Way, in the location of present Fossetillery Farm, which were first recorded in 1859 as a tilery and limekiln site and which are marked as 'Fosse Kiln' on the OS 1st edition map. The site appears to have remained in operation at least until the late 1890s. A hammer with a rubber grip was found amongst the bricks but appears to suggest re-deposition. The depth of the brick deposits precluded any possibility of encountering surviving Roman road surfaces and the regular levelling of the brick deposits suggests they were not merely used to fill potholes but that substantial road construction works were carried out, presumably in the late 19th century.



Plate 4: SE-facing view of substantial brick rubble layers within the road stratigraphy to the NE of Fosse Cottages

5.1.5 Trenching adjacent to badger setts between Fosse Cottages and Fossetillery Farm

Continuing NE along the Fosse Way, the pipeline passed a wide verge of trees on the NW side of the road. Amongst the trees were numerous badger setts and excavation of this stretch of pipeline was postponed until 12th September 2012 to avoid disturbance (*Plate 5*).

The badger setts had impacted substantially on the stratigraphy, which comprised a 0.10m thick layer of tarmac and gravel (401) representing the modern road surface, underlying which was a loosely compacted pink and greyish-white gravel make-up deposit (402), approximately 0.30m thick. This in turn appears to have overlaid a thin band of moderately compacted yellowish-brown silty clay, 0.10m in thickness (403) containing occasional medium sized flattened stones which might represent faint vestiges of earlier road surface, possibly of Roman date although there was insufficient evidence to confirm this hypothesis as much of the stratigraphy in this section had been heavily disturbed by the badger setts.

Underlying (403) was a moderate to well compacted yellowish-brown clayey sand (404) with occasional stone inclusions which extended to the base of the trench (approximately 1m depth).



Plate 5: View looking SE showing NW facing section of trenching adjacent to badger setts between Fosse Cottages and Fossetillery Farm

5.1.6 Trenching to SW of Fossetillery Farm

Continuing NE beyond the area of the badger setts towards Fossetillery Farm, the stratigraphy again exhibited evidence of change. A total of four contexts were observed, the uppermost consisting of a substantial layer of tarmac representing the modern road surface (501), 0.30m in thickness, which in turn overlaid a friable tar and brick rubble deposit (502), approximately 0.10m thick. Underlying (502) was a 0.30m thick deposit of moderately compacted golden yellow gravels (503) which in turn overlaid a well compacted blue sandy clay (504) interpreted as natural substrate. It is possible that (503) may represent evidence of a make-up deposit associated with the earliest construction of the Fosse Way (*Plate 6*).



Plate 6: View looking SW showing SE-facing section of trenching to SW of Fossetillery Farm

Further to the NE, a short surviving section of early road stratigraphy, possibly of Roman date, was identified approximately 50m SW of Fossetillery Farm at NGR ST 90458 89409; recorded as contexts (1003) and (1011) with a possible episode of disuse represented by buried soil (1010) (*Section 2 - for detailed discussion see 5.1.2 below*).

5.1.7 Trenching immediately SW of Fossetillery Farm

To preserve access to Fossetillery Farm, parts of the pipe trench passing close to the property were excavated at various dates. Immediately to the SW of the farmhouse, the stratigraphy consisted of 0.1m tarmac road surface (601) overlying 0.1m of a mid-brown clayey silt with frequent stone inclusions (602), which in turn overlaid a thin deposit (0.10m thick) of friable yellow gritty sand (603) and a compact deposit of red brick rubble fragments (604), also 0.10m in thickness, which overlaid the orange sandy clay substrate (605) which extended to the base of the trench at a depth of 1.1m (*Plate 7*).

5.1.8 Trenching immediately to E of Fossetillery Farm

Immediately to the E of Fossetillery Farm, the natural orange sandy clay substrate (703) was encountered at a shallow depth of only 0.20m below existing ground level, the overlying deposits consisting of the tarmac road surface (701) overlying a thin, loose to moderately compacted layer of brick rubble fragments (702). It seems highly likely that the previous road surfaces were lifted and re-laid as part of improvement works around the house and farm buildings in the 19th and 20th centuries. As such, any trace of the Roman road had been destroyed and the only observable features beneath the road were the linear cuts for the old water main [704] and the modern gas main [705] running NNW-SSE across the road.



Plate 7: View looking NW showing SE-facing section of road stratigraphy SW of Fossetillery Farm



Plate 8: View looking NW showing road stratigraphy immediately E of Fossetillery Farm

5.1.8 Trenching extending to NE of Fossetillery Farm

Beyond the road junction to the NE of Fossetillery Farm, the stratigraphy again changed, with the modern tarmac road surface (801) overlying a grey clayey silt (802) 0.20m thick with frequent stony inclusions, underlying which was an orange red sandy clay (803), 0.40m in thickness, which in turn overlaid the natural limestone bedrock (804), recorded at a relatively shallow depth of 0.70m below ground level (*Plate 9*).

Located approximately 112m NE from the junction of the Fosse Way and the unclassified lane to Brokenborough, a surviving section of early road construction, possibly of Roman origin, was clearly identified (represented by contexts (1013) and (1014)), underlying which was a buried soil horizon (1015) sealing an earlier ditch running roughly on a NW-SE alignment [1016]. A sherd of early Bronze Age pottery was recovered from the secondary fill of this ditch (*for a detailed characterisation of this section, recorded as Section 3, see 5.2.3 below*).



Plate 9: View NW showing SE facing section of road stratigraphy beyond road junction to NE of Fossetillery Farm

This visible section of the 'Roman' road and the underlying buried soil horizon appeared to peter out to the NE as the road descended into the valley, the stratigraphy thereafter consisted of the tarmac layer (801) directly overlying the orangey red sandy clay (803), 0.40m thick, underlying which was the natural bedrock (804) identified at a depth of just 0.60m below ground level.

5.1.9 Trenching in fields to W of Fosse Way

The pipeline ran through the fields alongside the Fosse Way where there was no disturbance from the road but also no suggestion of archaeological activity adjacent to the road. Of the two fields, the SW one revealed a stratigraphy consisting of 0.2m of loose to moderately compacted greyish-brown silty clay topsoil with frequent root action (901) overlay an orange to blue sandy clay subsoil (902) extending to the base of the trench (approximately depth 1m).

Where the pipeline crossed into the fields bordering the NW side of the Fosse Way an earth bank (903) and slight ditch [904] were visible on the ground surface parallel and immediately adjacent to a short section of the road (*Plate 10*). However, this bank and ditch appeared almost certainly to relate to a field boundary of late post-medieval or modern date as it lay wholly within the topsoil, with no suggestion of the subsoil having been cut or re-deposited. This was further complicated by the extreme root action affecting that section through the bank and ditch impacted by the pipe trench. Several land drains crossed the field and an open drain formed the field boundary to the NE field.



Plate 10: View looking NW showing NW-facing section through bank alongside Fosse Way

5.1.10 Trenching extending towards the crossing of the Avon

As the land sloped towards the River Avon, the stratigraphy changed from that exhibited in the first field to a series of alluvial deposits (*Plate 11*).

Underlying the topsoil (9101) at a depth of 0.20m was a brownish-yellow sandy clay (9102) with frequent shells and occasional small stones, with thin alluvial bands (9103) of brownish-grey silty sandy clay within the same deposit. Beneath (9103) was a deep deposit of bluish-grey alluvial marl (9104), identified at a depth of 0.60m and extending to a depth of 1.3m below ground level. Due to health and safety constraints, it was not possible to obtain a sufficient sample from this deposit for further assessment.



Plate 11: SE-facing view of alluvial layers identified in the vicinity of the River Avon at the NE end of the pipeline route

5.2 Characterisation of observed sections of possible Roman road construction

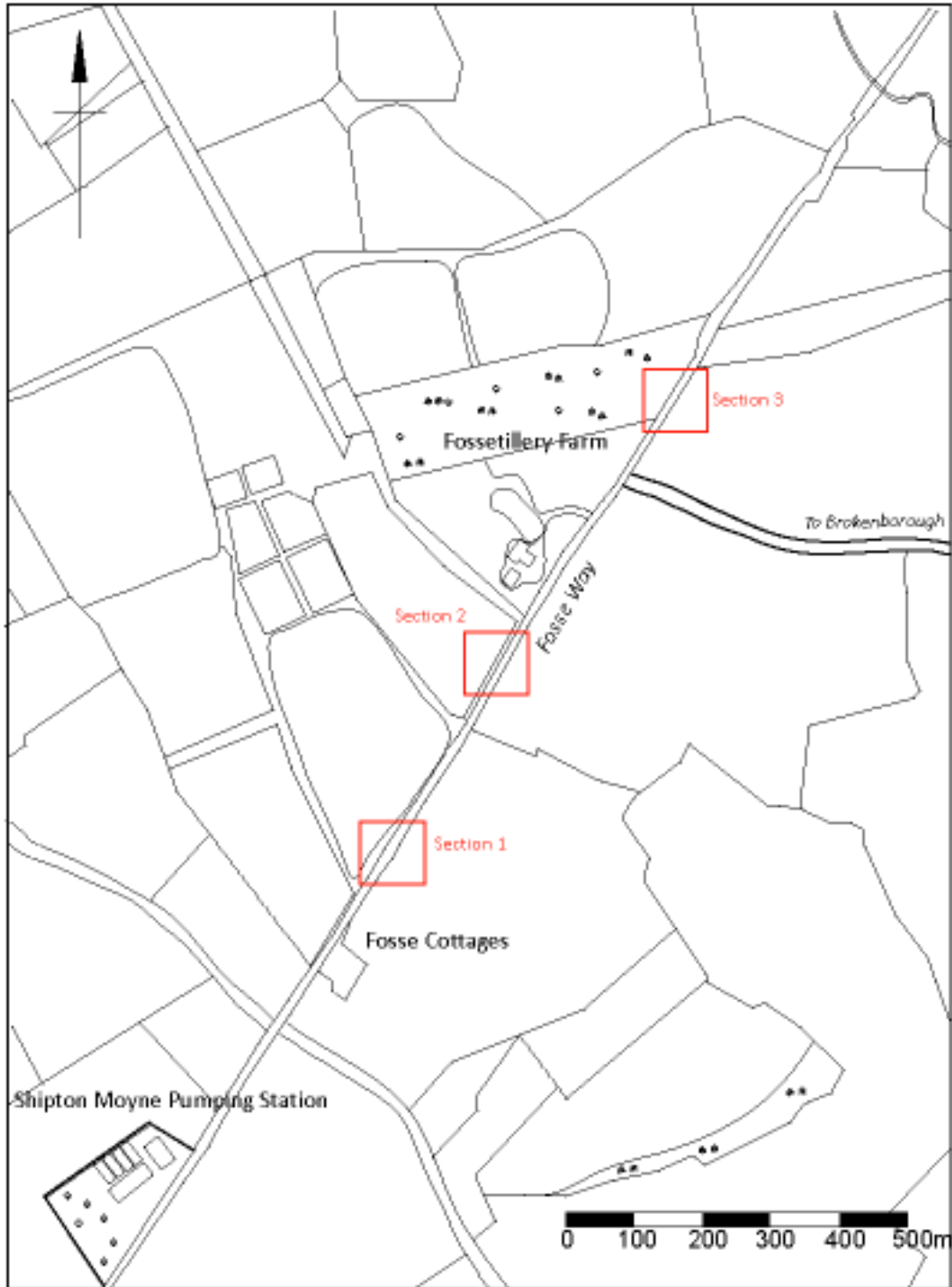


Fig. 2: Plan showing positions of three observed sections of the 'Roman' road

5.1.1 Section 1: NE of Fosse Cottages (Plate 11; Fig. 3)

The first section of trenching where possible evidence of the Roman road construction was identified was located approximately 90m NE of Fosse Cottages and extended to a maximum depth of 1.25m below existing ground level (measured at 96.7m AOD).

The visible remains of the buried road surface, most notably the upper cobbles, extended for a distance of approximately 25m NE from NGR ST 90241 89054 to NGR ST 90253 89075, before terminating to the NE at the top of a slightly steeper incline. The SW end of the Roman road remains were abruptly truncated as the ground dropped away and had been eroded by vehicles.

The lowest deposit identified consisted of a firm orange to blue sandy clay with occasional lenses of silt and clayey sand interpreted as natural substrate (1001). Overlying this was (1002), a moderately compacted greyish-brown sandy clay with occasional charcoal flecks and iron staining interpreted as a probable buried topsoil horizon predating the construction of the Roman road.



Plate 12: View looking NW showing SE-facing section of trench containing a surviving section of early road stratigraphy, possibly of Roman date, located to the NE of Fosse Cottages

Overlying (1002) was context (1003) was a loose to moderately compacted golden yellow clayey sand with gravel and occasional stones. This deposit was interpreted as a probable make-up layer for the Roman road, which had been laid down with a thin scattering of flat stones directly on the original topsoil (1002). At the base of (1003), at the interface between this and (1002) were the remnants of a thin layer of flat stones up to 0.20m long and 0.02m thick (1011) interpreted as a bedding layer for the Roman road.

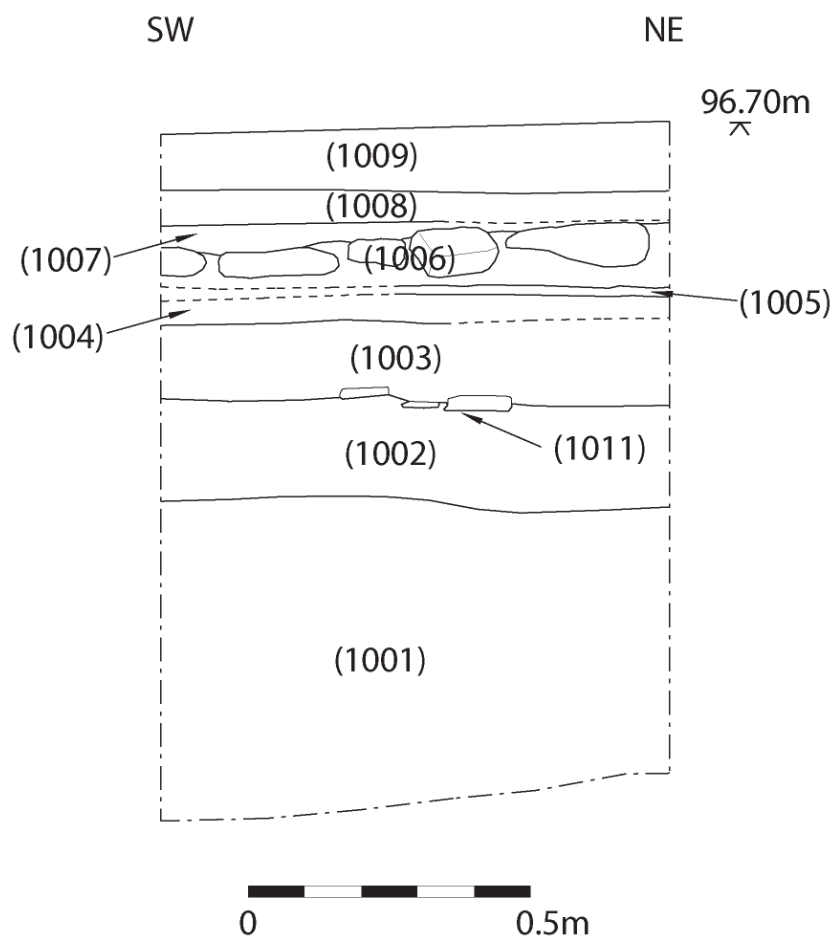


Fig. 3: SE-facing section of Fosse Way NE of Fosse Cottages



(1003) underlay a sequence of deposits which were interpreted as make-up deposits possibly representing episodes of repair to the original road surface. Immediately overlying (1003) was (1004), a moderately compact golden brown sandy clay with occasional flat horizontal stones. It fulfilled the same function as (1003) but with less gravel and was probably a deliberate smoother skim. Overlying (1004) was (1005), a moderately compacted orange red sandy clay of only 0.02m thickness. It appeared to be Roman road make-up material much like (1004) but the reddening defined it and could possibly have been the result of *in-situ* burning on (1004). However, without the presence of charcoal this is inconclusive.

Overlying (1005) was (1006) was a layer of loosely compacted greyish-white clayey sand containing large cobbles up to 0.20m in size with rounded flattened tops. It would appear that the cobbles represented the uppermost layer of the road construction and that the sandy material between them was intended to set the cobbles. The surface of the cobbles had been heavily rounded and smoothed through use. It is possible that the cobbles (at least in part) represent evidence of the original Roman road construction, although the possibility that they could denote a later phase of repair cannot be entirely discounted.

Immediately overlying (1006) was a tar and gravel road surface (1007), presumably of late post-medieval or modern date. The fact that it directly overlies (1006) indicates that this cobbled surface had survived intact until the late post-medieval period, presumably due to it having been maintained regularly or the fact that the road had declined in usage following the establishment of the local turnpike roads in the 18th century. (1007) was in turn overlaid by (1008), a pinkish-white clayey sand with white pebbles, above interpreted as another layer of road metalling of late post-medieval or modern date, overlying which was (1009), a layer of greyish gravel and tarmac with lenses of dark greyish silt representing the existing modern road surface.

5.1.2 Section 2: Roman road to SW of Fossetillery Farm (Plate 12; Fig. 4)

The second section of trenching along the Fosse Way to reveal probable evidence of the Roman road was located approximately 50m SW of Fossetillery Farm at NGR ST 90458 89409; the visible section of the road measured approximately 5m in length. This section of trenching was excavated to an approximate depth of 1.10m below ground level (measuring 97.40m AOD).

The stratigraphy was generally similar to that observed in Section 1, the lowest deposit identified was a firm blue/orange sandy clay (1001) identified as natural substrate, overlying which was a moderately compacted greyish-brown sandy clay (1002) probably representing a buried topsoil horizon. Overlying (1002) was (1011), a pale yellow moderately compact clayey sand containing frequent flat stones up to 0.2m in size which probably formed a bedding layer for the construction of the Roman road. (1011) had survived relatively better in this area compared to the previously observed section.

Overlying (1011) was a loose to moderately compacted golden yellow clayey sand (1003) identical to that observed in Section 1, although here it was just a little less gravelly with more firm sand. This was interpreted as a probable make-up deposit for the construction of the original Fosse Way road surface, presumably of Roman date.



Plate 13: View looking NW showing SE-facing section of trenching to SW of Fossetillery Farm exhibiting evidence of early road construction, possibly of Roman date

In contrast to Section 1, however, there was no evidence for a clearly defined layer of cobbling overlying (1003), which presumably had been robbed out at some point after the road had fallen into disuse. Overlying (1003) was a moderately compacted yellowish-brown silty clay (1010) with charcoal flecking and occasional flat stones possibly representing vestiges of cobbling (average thickness 0.28m). This deposit appeared to represent an episode of decline and disuse (presumably after the Fosse Way had ceased to be a frequently used routeway); the road cobbles had been largely removed and a topsoil material had gradually accumulated directly over the gravels.

Two Fe horseshoes of unspecified post-medieval date were recovered from (1010), although it is possible that these are intrusive in context (*Plates 14 & 15*). Overlying (1010) were a series of late post-medieval or modern road metalling layers comprising (1007), a thin layer of tarmac, (1008), a pinkish-white clayey sand with white pebbles interpreted as a road surface of late post-medieval or modern date, which in turn was overlaid by (1009) a layer of greyish gravel and tarmac with lenses of dark greyish silt representing the existing roughly metalled surface. A heavily worn Nuremberg jetton of 17th century date was recovered from (1009) and is presumably residual in context (*Plate 16*).

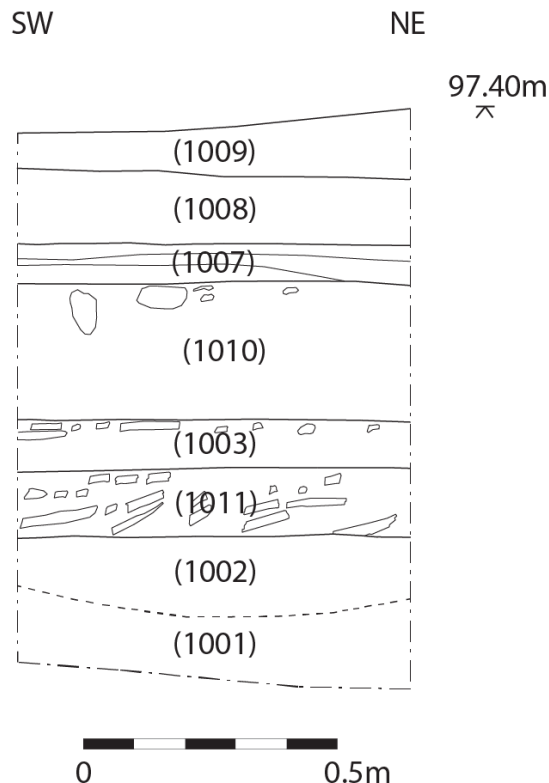


Fig 4: SE-facing section of Fosse Way to SW of Fossetillery Farm



Plate 14: Horseshoe of unspecified post-medieval date recovered from (1010)



Plate 15: Second horseshoe of unspecified post-medieval date recovered from (1010)



Plate 16: Probable 17th century Nuremberg jetton

5.1.3 Section 3: Roman road and pre-Roman ditch to NE of Fossetillery Farm (Plate 16; Fig. 5)

A third section of trenching, approximately 112m NE of the junction with the Fosse Way and an unclassified lane leading to Brokenborough, revealed evidence of another surviving section of early road construction, possibly of Roman date approximately 10m in length (located at NGR ST 90689 89767) which in turn overlaid an earlier ditch, aligned NW-SE of probable early Bronze Age date. The maximum depth of this section of the trenching was 1.70m below existing ground level (measured at 100.20m AOD).

Ditch [1016] appeared to extend on a roughly NW/SE alignment within the confines of the pipe trench; it appeared to be linear in form although it is possible that it could have been a large diameter curvilinear (Plate 17). It was 1.4m wide and 0.75m deep with sides of 60° and a V-shaped base. It was cut through natural bedrock (1019) but filled with silty material, presumably over a considerable period of time. The ditch contained two fills, the basal fill (1017) and an upper fill (1018).



Plate 17: View looking NW showing SE facing section with ditch [1016] overlaid by buried soil horizon (1015) which in turn was overlaid by Roman road layer (1014)

Context (1017), forming the basal fill of [1016] was a moderate to firmly compacted pale greenish-brown silty clay. It included occasional flat stones that had slipped into the ditch [1016] and also included occasional charcoal flecking and animal bone fragments. Analysis of the animal bone identified a cattle metacarpal exhibiting evidence of having been split, presumably for marrow extraction.

Forming the upper fill of [1016] and overlying (1017) was a moderate to firmly compacted greyish-brown silty clay (1018) with occasional flat stones and occasional charcoal lumps and flecks. Towards the southern side it was stonier and may have represented a slight deliberate backfilling of the ditch. Fill (1018) was sampled and, although sparse in environmental evidence, a single sherd of pottery recovered from (1018) was identified as a 'Beaker' sherd of probable early Bronze Age date.

Further analysis of the sample taken from (1018) revealed a fragment of animal tooth enamel and unburnt animal bone, most likely from a small mammal. The discovery of small mammal bones within a ditch would be entirely expected, however, it is likely that the tooth enamel derived from a larger animal and its inclusion is due to human activities. Analysis of the charred macrofossil remains yielded evidence of *Prunus spinosa* (blackthorn) and occasional *Quercus sp.* (oak) which would fit with a local selection of fuel woods and may indicate a focus of domestic activity in the vicinity of the site during the prehistoric period.

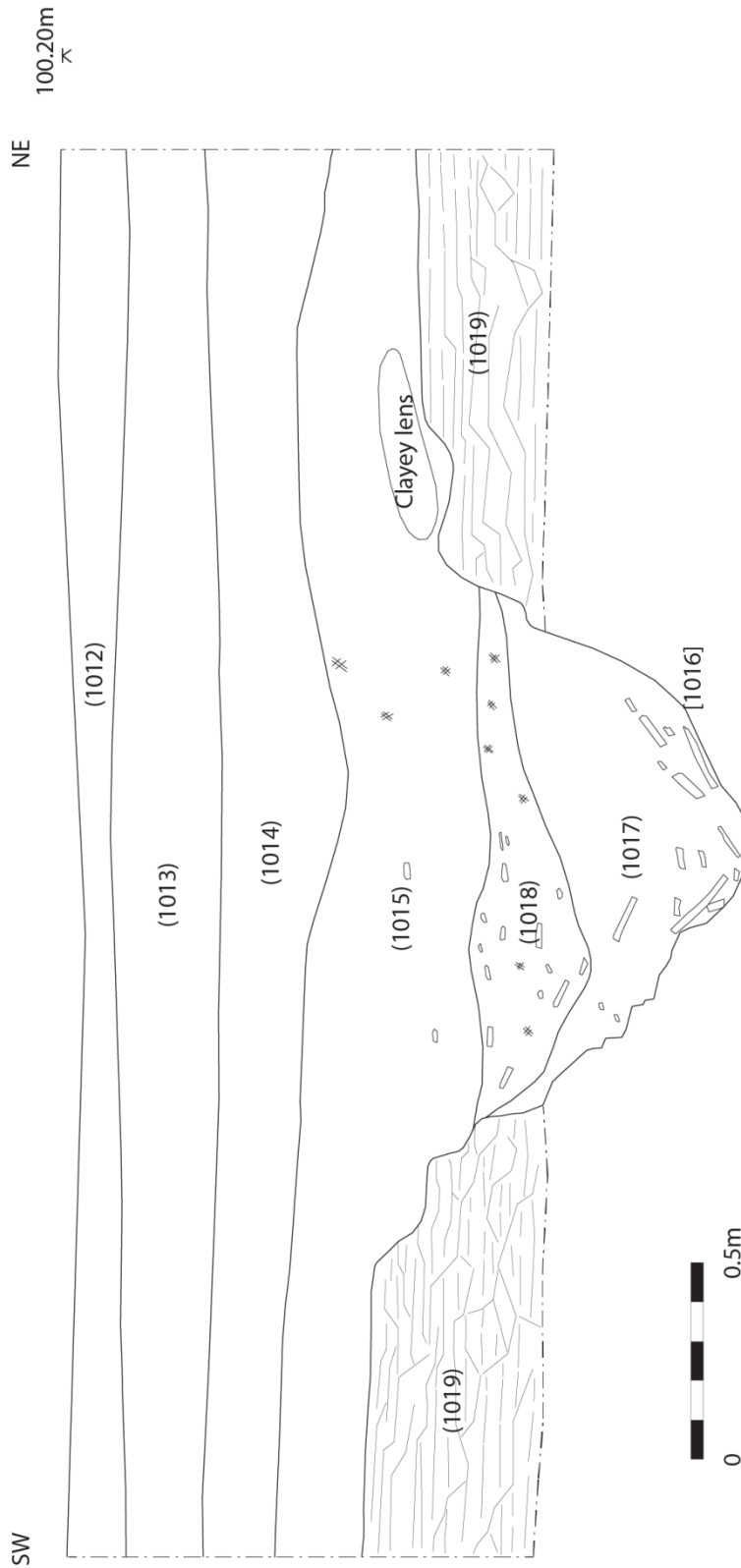


Fig. 5: SE-facing section of Roman road and pre Roman ditch to NE of Fossetillery Farm

Overlying and sealing ditch [1016] was (1015), a thick moderately compacted reddish-brown silty clay with occasional charcoal flecks and flat stones, with a greenish-yellow clayey lens on the northern bank of [1016]. This was interpreted as a buried topsoil horizon of likely prehistoric date (although no finds were retrieved from this deposit); its depth suggested that it may well have accumulated over a considerable period of time prior to construction of the Roman road.

Overlying buried soil horizon (1015) was a loosely to moderately compacted light creamy red clayey sand with frequent flat stones (1014) which probably represented the earliest layer of Roman road construction, forming a bedding deposit somewhat similar to (1011) observed in Sections 1 and 2. Overlying (1015) was (1013) was a loose to moderately compacted greyish-brown sand-silt-clay with frequent flat stones up to 0.2m in size. The stones were horizontally laid and set within the silt-sand-clay which acted as a bonding material.

These stones appear to have formed the uppermost layer associated with the construction of the Roman road; it is noticeable that the golden brown gravels present in Sections 1 & 2 overlying the bedding layer were not visible in this section, suggesting that the construction of the road had been altered, possibly reflecting the fact that the natural bedrock in this area occurred at a much shallower depth. (1013) underlay (1012), a modern tarred road surface immediately above the Roman surface. The frequent occurrence of redeposited bedrock within (1013) and (1014) suggests that the road survived into comparatively modern times without any significant need for resurfacing.

6. Discussion of Results

6.1 Prehistoric

The earliest feature identified during this programme of archaeological observation was a NW-SE aligned ditch [1016] revealed in a section of trenching to the NE of Fossetillery Farm beneath a sequence of deposits probably associated with the original construction of the Fosse Way. This ditch has been assigned an Early Bronze Age date, based on the occurrence of a single sherd of probable Beaker pottery within the secondary fill of the ditch.

The discovery of this ditch should be viewed in the context of evidence for prehistoric activity in the wider landscape traversed by the Fosse Way. A series of enclosure features of prehistoric date have been identified in the vicinity of this section of the Fosse Way, some of which appear to be ring ditch features of possible Bronze Age origin while others have been identified as enclosures or field systems of Iron Age date. Located approximately 50m SE of the section of trenching containing the ditch was a small circular crop-mark feature identified at NGR ST 9067 8963, which could possibly represent a Bronze Age ring ditch (Wilts HER ST98NW608). A Bronze Age thumbnail scraper was found during field-walking in the vicinity of the ditch (Forward, 2000).

Other crop-mark features of unspecified date identified in the vicinity of the route include a small circular enclosure visible on aerial photographs to the S of Fosse Cottages at NGR ST 9011 8870, while a semi-circular crop-mark feature possibly forming part of a boundary ditch defining a larger enclosure has been identified to the E of Fosse Cottages at NGR ST 9026 8893 (Wilts HER ST98NW609).

6.2 Roman

This programme of archaeological observation along the course of the Fosse Way identified clear evidence for early road construction activity, possibly of Roman date (though not conclusively established as such), in three specific sections along the course of the pipeline route. The somewhat isolated nature of these surviving sections would appear to be accounted for by later robbing activity after the Fosse Way had ceased to be a heavily used roadway (as evidenced by the removal of the upper layer of cobbling in Section 2) and the extensive disturbance caused by late post-medieval and modern road improvement works (particularly in the vicinity of the pumping station and Fossetillery Farm, which occupied the site of a former mid to late 19th century brick works) and the insertion of modern service pipes and land drains, evidence for which was noted along most of the route.

Within Section 1 (to the NE of Fosse Cottages) and Section 2 (to the SW of Fossetillery Farm), the construction of the road consisted of a thin bedding layer of small flat stones, represented by context (1011) which overlaid an earlier soil horizon (1002), presumably of pre-Roman date. (1011) was overlaid by a layer of golden brown gravels (1003), probably redeposited natural, which represented a make-up deposit for the Roman road. This in turn underlay a layer of large cobbles which appears to have represented the uppermost layer of Roman road construction. This layer of cobbles was visible as (1006) in Section 1 however it appears to have been largely removed in Section 2, with a thick topsoil deposit gradually accumulating over the gravels representing a lengthy episode of decline and disuse.

Within Section 3, located to the NE of Fossetillery Farm, a different method of construction appears to have been employed. Although there appears to have been a bedding deposit of stones, evidenced by (1014), which bears close similarities to (1011) in Sections 1 & 2, there does not appear to have been an intervening layer of gravels at the interface between (1014) and the uppermost layer of road construction represented by (1013). This absence of an intervening gravel layer could be accounted for by the relatively shallow depth of the natural limestone bedrock in this area.

The depths at which evidence of the Roman road was identified differed somewhat along the extent of the route. Within Section 1 the uppermost deposit associated with the Roman road, represented by a 0.10m thick stony layer (1006), was situated at a depth of 0.20m below ground level overlying a sequence of gravel make-up deposits (1003), (1004), (1005) extending to a depth of 0.50m. In Section 2, however, the uppermost layers of Roman road construction appeared to have been removed with a golden yellow gravel make up deposit (1003) identified at a depth of 0.55m below ground level. Within Section 3, the uppermost layer of Roman road construction represented by (1013) was identified at a shallow depth of 0.15m below ground level, although this may be accounted for by the relatively shallow depth of the natural limestone bedrock in this area (bedrock was encountered at a depth of 0.75m below ground level).

Previous archaeological observations of pipe trenches excavated along this section of the Fosse Way have identified sporadic evidence for road construction activity which can probably be assigned a Roman date. Of particular relevance is a watching brief undertaken during the excavation of a water mains trench along the middle of the roadway from Long Newton to Shipton Moyne in 1961, which revealed possible evidence for the original construction of the Fosse Way (Gracie, 1961, 179).

Observation of a section of trenching approximately 200 yards (182m) in length at the parish boundary between Long Newton and Shipton Moyne in 1961 identified slight evidence for the construction of the road, consisting of 3 or 4 inches (0.07-0.10m) of small stones up to 4 inches long covered by one inch of small stone chippings, overlying which was a thin 'seam of decayed vegetable matter' in turn overlaid by a humic deposit approximately 0.30m thick. It appeared that 'there were no signs of any repairs and this part of the road appeared to have been little used' (Gracie, 1961, 179). Unfortunately, the precise location of this observation is unclear; however, it appears likely that these trenching works were located somewhere close to the crossing of the Avon towards the NE end of the pipeline route.

The account given of this earlier watching brief is somewhat vague and difficult to relate to the results of this programme of archaeological observation. It can probably be best related to Section 3 (situated closest to the crossing of the River Avon). The thin layer of small stones referred to here can perhaps be identified with the bedding layer (1014) while the layer of stone chippings directly overlying the 'small stones' may correspond to stony deposit (1013) interpreted as representing the uppermost layer of Roman road construction. However no obvious evidence was noted of the thin 'seam of vegetable matter' or the dark humic deposit recorded in the earlier watching brief, possibly this is due to the fact that the section of mains trenching recorded in 1961 was situated much closer to the river crossing or that these deposits had been removed during later road improvement works.

Apart from this record, there is little evidence of recorded fieldwork along this particular stretch of the Fosse Way which can be compared with the results of the programme of work reported here. In 1931, observation of water mains trenching along the line of the Fosse Way near the scheduled area of the Whitewalls Roman settlement at Easton Grey (SAM 12046), approximately 350 metres north of the Sherston branch of the River Avon (and 1.5km to the SW of the Shipton Moyne Pumping Station) revealed evidence for the construction of the road, consisting of small limestone flags over 1 inch of rubble, above 0.75 inches of dark sand which increased in depth as the road approached the river crossing (Passmore, 1932, 270-2).

A distinct layer of golden-yellow sandy gravels (1003) was recorded within Section 1 (NE of Fosse Cottages) underlying a stony deposit interpreted as representing a layer of cobbling (1006), which bears some similarities to the road construction evidenced near Whitewalls Wood, although it is difficult to draw more detailed comparisons.

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D1571/P9 A Plan shewing Exchanged Lands between Thomas Estcourt, & Walter Hodges Esquires in the Parish of Shipton Moyne - 1800

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345-10-095-6: Vertical aerial photograph (1:10000): County Archaeology Service – 24 June 2001

9. Context Register

Part 1: Open-cut trenching from Shipton Moyne Pumping Station to the crossing of the River Avon

CONTEXT	DESCRIPTION
(001)	Compacted grey gravel surface; measures 0.05m thick. Overlies (002)
INTERPRETATION	<i>Modern gravel surface for car park in pumping station</i>
(002)	Moderately compact greyish-brown silty clay; measures 0.15m thick. Overlies (003). Underlies (001)
INTERPRETATION	<i>Topsoil</i>
(003)	Well compacted orange to very pale yellow clayey sand; measures 0.80m thick. Underlies (002)
INTERPRETATION	<i>Subsoil (natural)</i>

CONTEXT	DESCRIPTION
(101)	Indurated dark grey tarmac; measures 0.20m thick. Overlies (102)
INTERPRETATION	<i>Modern road surface</i>
(102)	Loose reddish brown brick rubble (frogged) & greyish-brown silt; measures 0.05m thick. Underlies (101). Overlies (103)
INTERPRETATION	<i>Sub-base for modern road surface</i>
(103)	Well compacted medium- large limestone fragments in greyish brown silty; frequent brick rubble & tar; measures 0.45m thick. Underlies (102). Overlies (104)
INTERPRETATION	<i>Make-up deposit for late post medieval or modern road surface</i>
(104)	Moderately compact greyish-brown sandy silt; frequent stone; measures 0.10m thick. Underlies (103). Overlies (105)
INTERPRETATION	<i>Buried soil horizon possibly representing remnants of former road surface of Roman date</i>
(105)	Firm orange/blue sandy clay; extending to a depth of 0.30m
INTERPRETATION	<i>Natural substrate</i>
(106)	Indurated limestone; occurs at 1.1m depth
INTERPRETATION	<i>Bedrock encountered towards base of trenching</i>
[107]	Cut; linear in form; aligned NW-SE; break of slope (top), sides, break of slope (base), base unknown as unexcavated; measures 0.30m wide
INTERPRETATION	<i>Cut for modern ceramic field drain running across the pipeline trench. Observed towards the base of the trench; however, it was not possible to determine precisely from where these drains had been cut.</i>
[108]	Cut; linear in form; aligned NW-SE; break of slope (top), sides, break of slope (base), base unknown as unexcavated; measures 0.30m wide
INTERPRETATION	<i>Cut for modern ceramic field drain running across the pipeline trench. Observed towards the base of the trench; however, it was not possible to determine precisely from where these drains had been cut.</i>
[109]	Cut; linear in form; aligned NW-SE; break of slope (top), sides, break of slope (base), base unknown as unexcavated; measures 0.30m wide
INTERPRETATION	<i>Cut for modern ceramic field drain running across the pipeline trench.</i>

	<i>Observed towards the base of the trench; however, it was not possible to determine precisely from where these drains had been cut.</i>
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CONTEXT	DESCRIPTION
(201)	Moderately compact to loose dark greyish-brown silty clay; variable frequency of small and medium stone inclusions; measures 0.20-0.30m thick. Overlies (202)
INTERPRETATION	<i>Topsoil deposit</i>
(202)	Mixed layer of tarmac and gravel & greyish-brown silt; approximately 0.20m thick. Underlies (201), overlies (203), (208)
INTERPRETATION	<i>Road spill</i>
(203)	Loose to moderately compact greyish-brown silty clay; frequent small stones; measures <0.50m thick. Underlies (202), overlies (204)
INTERPRETATION	<i>Subsoil deposit</i>
(204)	Moderately compact golden brown clayey silt; measures 0.10m thick. Underlies (203), overlies (206)
INTERPRETATION	<i>Thin undulating band of material forming interface with natural</i>
(205)	Firm light blue sandy clay; measures >0.40m thick. Overlies (206)
INTERPRETATION	<i>Natural substrate extending to base of trench (approximately 1.0m depth)</i>
(206)	Indurated limestone; extended beyond trench depth. Underlies (204), (205)
INTERPRETATION	<i>Natural limestone bedrock</i>
[207]	Cut; linear in form; aligned approximately E-W; break of slope (top), sides, break of slope (base), base unknown as unexcavated; measures c. 0.30m wide
INTERPRETATION	<i>Cut identified towards base of trench approximately 20m NE of crossroads. This appeared to be the cut of a field drain; however, trench flooding prevented further investigation</i>
(208)	Loose greyish-brown gritty silty clay; frequent glass bottles, bone, iron & late 19 th /early 20 th century pottery; measures roughly 0.10m thick. Underlies (202)
INTERPRETATION	<i>Domestic midden spread domestic located immediately opposite Fosse Cottages; bottles and bottle caps indicative of late 19th or early 20th century date. The proximity of the deposit to the cottages would explain the domestic nature of the material</i>

CONTEXT	DESCRIPTION
(301)	Indurated tarmac; measures 0.10m thick. Overlies (302)
INTERPRETATION	<i>Road surface</i>
(302)	Loose greyish-brown silt; frequent red brick fragments (frogged & unfrogged), moderate plaster and iron fragments; extended to a depth of 0.70m. Underlies (301), overlies (303)
INTERPRETATION	<i>Substantial deposit of red brick rubble probably associated with the brick and tile works situated immediately W of the Fosse Way, in the location of present Fossetillery Farm, which were first recorded in 1859 as a tilery and limekiln site and which are marked as 'Fosse Kiln' on the OS 1st</i>

	<i>edition map. The site appears to have remained in operation at least until the late 1890s.</i>
(303)	Moderate to well compacted greenish clay; moderate rubble fragments; measures c. 0.20m thick. Underlies (302), overlies (304)
<i>INTERPRETATION</i>	<i>Deposit associated with deposition of brick rubble (302)</i>
(304)	Firm orange/blue sandy clay; extends to base of trench (approximately 1.10-1.20m). Underlies (303)
<i>INTERPRETATION</i>	<i>Natural deposition</i>

CONTEXT	DESCRIPTION
(401)	Tarmac & gravel; measures 0.10m thick. Overlies (402)
<i>INTERPRETATION</i>	<i>Modern road surface</i>
(402)	Loose pink/greyish-white gravels; measures approximately 0.30m thick. Underlies (401), overlies (403)
<i>INTERPRETATION</i>	<i>Loose make-up deposit</i>
(403)	Moderately compact yellowish-brown silty clay; occasional medium flattened stones; measures 0.10m in thickness. Underlies (402), overlies (404)
<i>INTERPRETATION</i>	<i>Thin band of stones possibly representing traces of earlier road surface, possibly of Roman date, although evidence insufficient to confirm this as much of the stratigraphy in this section had been heavily disturbed by the badger setts</i>
(404)	Moderately compact to firm yellowish-brown clayey sand; occasional stones; extended to base of trench (approximately 1m depth).
<i>INTERPRETATION</i>	<i>Natural deposition</i>

CONTEXT	DESCRIPTION
(501)	Indurated tarmac; measures 0.30m in thickness. Overlies (502)
<i>INTERPRETATION</i>	<i>Substantial layer of tarmac representing the modern road surface</i>
(502)	Friable tar & brick rubble; measures approximately 0.10m thick. Overlies (503), underlies (501)
<i>INTERPRETATION</i>	<i>Sub-base for road surfacing</i>
(503)	Moderately compact golden yellow gravels; measures 0.30m thick. Underlies (502), overlies (504)
<i>INTERPRETATION</i>	<i>Possible make-up deposit associated with the earliest construction of the Fosse Way</i>
(504)	Firm blue sandy clay; extends to base of trenching. Underlies (503)
<i>INTERPRETATION</i>	<i>Natural substrate</i>

CONTEXT	DESCRIPTION
(601)	Indurated tarmac; measures 0.10m thick. Overlies (602)
<i>INTERPRETATION</i>	<i>Tarmac road surface</i>
(602)	Moderately compact mid-brown clayey silt; frequent stones; measures 0.10m thick. Underlies (601), overlies (603), (604)
<i>INTERPRETATION</i>	<i>Sub-base for road surface</i>
(603)	Friable yellow gritty sand; measures 0.10m thick. Underlies (602), overlies (605)
<i>INTERPRETATION</i>	<i>Thin deposit of make-up material</i>

(604)	Compacted red brick rubble; measures 0.10m in thickness. Underlies (602), overlies (605)
<i>INTERPRETATION</i>	<i>Make-up material</i>
(605)	Firm mid orange sandy clay; extended to base of trench at a depth of 1.1m
<i>INTERPRETATION</i>	<i>Natural substrate</i>

CONTEXT	DESCRIPTION
(701)	Indurated tarmac; measure 0.15m in thickness. Overlies (702)
<i>INTERPRETATION</i>	<i>Modern road surface</i>
(702)	Loose to moderately compact brick rubble; measures 0.05m-0.008m in thickness. Underlies (701), overlies (703)
<i>INTERPRETATION</i>	<i>Rubble sub-base material</i>
(703)	Firm mid orange sandy clay; occurs at 0.20m below existing ground level to base of trenching. Underlies (702), cut by [704], [705]
<i>INTERPRETATION</i>	<i>Natural substrate encountered at a relatively shallow depth</i>
[704]	Cut; linear in form; aligned NNW-SSE; measures c. 0.30m wide. Cuts (703)
<i>INTERPRETATION</i>	<i>Cut for former water main running across the line of the road</i>
[705]	Cut; linear in form; aligned NNW-SSE; measures c. 0.40m wide. Cuts (703)
<i>INTERPRETATION</i>	<i>Cut for modern gas main running across the road</i>

CONTEXT	DESCRIPTION
(801)	Indurated tarmac; measures 0.10m thick. Overlies (802)
<i>INTERPRETATION</i>	<i>Modern road surface</i>
(802)	Firm mid grey clayey silt; frequent stony inclusions; measures 0.20m thick. Overlies (803), underlies (801)
<i>INTERPRETATION</i>	<i>Sub-base for road construction</i>
(803)	Firm orangey-red sandy clay; measures 0.40m in thickness. Underlies (802), overlies (804)
<i>INTERPRETATION</i>	<i>Natural substrate</i>
(804)	Indurated limestone; extends beyond base of trenching. Underlies (803)
<i>INTERPRETATION</i>	<i>Natural bedrock recorded at a relatively shallow depth of 0.70m below ground level.</i>

CONTEXT	DESCRIPTION
(901)	Loose to moderately compact greyish-brown silty clay; frequent root action; measures 0.2m thick. Overlies (902), cut by [904]
<i>INTERPRETATION</i>	<i>Topsoil</i>
(902)	Firm orange to blue sandy clay; measures >0.80m thick. Underlies (901), (903)
<i>INTERPRETATION</i>	<i>Subsoil extending to base of trench (approximately depth 1m)</i>
(903)	Loose mid grey silty clay; frequent root activity; measures c. 0.50m wide & c. 0.60m height (maximum). Overlies (902)
<i>INTERPRETATION</i>	<i>Earth bank visible on the ground surface parallel and immediately adjacent to a short section of the road, forming a probable field boundary of late post-medieval or modern date</i>

[904]	Cut; linear in form; aligned roughly NE-SW; break of slope (top) gradual, sides concave, break of slope (base) & base uncertain. Cuts (901)
<i>INTERPRETATION</i>	<i>Cut for ditch feature associated with (903)</i>

CONTEXT	DESCRIPTION
(9101)	Loose brownish-yellow sandy clay; occasional shell, very occasional small stones; measures 0.20m thickness. Overlies (9102)
<i>INTERPRETATION</i>	<i>Topsoil deposit present adjacent to river crossing in fields to W of the present Fosse Way</i>
(9102)	Loose to moderately compact brownish-yellow sandy clay; frequent shell, very occasional small stones; measures <0.80m thick. Underlies (9101), overlies, (9103)
<i>INTERPRETATION</i>	<i>Subsoil containing banded deposits of (1023) (see below) representing differing periods/conditions of alluvial deposition</i>
(9103)	Loose to moderately compact brownish-grey silty sandy clay; very occasional charcoal flecking; occurs in bands of 0.10m thickness.
<i>INTERPRETATION</i>	<i>Alluvial banding/lensing within subsoil deposit (9102)</i>
(9104)	Moderately compact to firm bluish-grey clay + c. 10% sand, 10% silt; occasional shell, very occasional charcoal fragments; measures >0.70m thickness. Underlies (9101)
<i>INTERPRETATION</i>	<i>Marl deposit occurring at base of sequence at N end of scheme adjacent to river crossing, in valley bottom location</i>

Part 2: Observed sections of possible Roman road construction

CONTEXT	DESCRIPTION
(1001)	Firm blue to orange (frequent Fe staining) sandy clay, c. 40% sand, 60% clay, <20% silt, occasionally comprising clayey sand; occasional horizontal planes of stone; measures 0.10-0.20m thick × c.1m deep
<i>INTERPRETATION</i>	<i>Natural, varying from blue clay to heavily Fe-stained orange sand, frequently occurs as patches of blue & orange/yellow deposition</i>
(1002)	Moderately compact greyish-brown sandy clay; occasional charcoal flecking & red Fe staining; measures 0.20m thick. Underlies (1003), overlies (1001)
<i>INTERPRETATION</i>	<i>Buried 'A' horizon beneath probable Roman road construction - occurs wherever it has not been truncated by later road construction activity or pipe works</i>
(1003)	Loose to moderately compact golden yellow clayey sand & gravel/coarse sand; occasional flattish, horizontally aligned stones of up to 0.10m at base of deposit; measures c. 0.15m thick. Underlies (1004), (1010), overlies (1002), (1011)
<i>INTERPRETATION</i>	<i>Make-up material relating to Roman road construction</i>
(1004)	Moderately compact golden brown sandy clay; occasional flattish horizontal stones c.0.05m thick. Underlies (1005), overlies (1003)
<i>INTERPRETATION</i>	<i>Roman road make-up material – very similar to (1003) but lacking gravelly component</i>
(1005)	Moderately compact orangey-red sandy clay; measures c. 0.02m thick.

	Underlies (1006), overlies (1004)
<i>INTERPRETATION</i>	<i>Roman road make-up material – very similar to (1004) but reddened</i>
(1006)	Loose greyish-white clayey sand; cobbles (in upper section of deposit) of <0.20m with surface flattening. Underlies (1007), overlies (1005)
<i>INTERPRETATION</i>	<i>Probable Roman road surface</i>
(1007)	Compact tar & gravel; measures <0.10m thick. Underlies (1008), overlies (1006), (1010)
<i>INTERPRETATION</i>	<i>Early modern road surfacing</i>
(1008)	Loose pinkish-white clayey sand; moderate pebbles of c. 0.02-0.04m; measures 0.8-0.15m thick. Underlies (1009), overlies (1007)
<i>INTERPRETATION</i>	<i>Modern road surfacing</i>
(1009)	Moderately compact grey gravel; frequent stone; measures 0.10-0.15m thick. Overlies (1008)
<i>INTERPRETATION</i>	<i>Modern road surface</i>
(1010)	Moderately compact yellowish-brown silty sandy clay (yellowish towards base of deposit); occasional charcoal flecking, stones; measures 0.28m thick. Underlies (1007), overlies (1003)
<i>INTERPRETATION</i>	<i>Buried soil horizon, possibly representing an extended period of decline and disuse of the roadway</i>
(1011)	Moderately compact pale yellow clayey sand; frequent flat stones measuring <0.20m × 0.02m & flattish packing stones measuring 0.04-0.08m; measures c. 0.14m thick. Underlies (1003), overlies (1001)
<i>INTERPRETATION</i>	<i>Make-up material relating to Roman road</i>
(1012)	Tarmac; measures 0.08-0.12m thick. Overlies (1013)
<i>INTERPRETATION</i>	<i>Modern road surface</i>
(1013)	Loose to moderately compact grey silty clay; frequent flat stones measuring <0.20m (generally 0.08m); measures 0.28m thick. Underlies (1012), overlies (1014)
<i>INTERPRETATION</i>	<i>Part of Roman road surfacing</i>
(1014)	Loose to moderately compact reddish-cream clayey sand; frequent flat stones <0.4m; measures c. 0.30m thick. Underlies (1013), overlies (1015)
<i>INTERPRETATION</i>	<i>Base material relating to Roman road construction – very similar to (1011) and similar also to (1013) above</i>
(1015)	Moderately compact reddish-brown silty clay; occasional charcoal flecking & flat stones measuring 0.05m, greenish-yellow clay lens measuring 0.40m × 0.10m; measures 0.40m thick. Underlies (1014), overlies (1018)
<i>INTERPRETATION</i>	<i>Buried soil horizon beneath probable Roman road</i>
[1016]	Cut; (presumed to be) linear in form; aligned NW/SE; measures 1.4m (width) × 0.75m (depth); break of slope top fairly sharp, sides c. 60°, break of slope base fairly sharp, base 'V' –shaped. Filled by (1017), (1018), cuts (1019)
<i>INTERPRETATION</i>	<i>Pre-Roman ditch NW/SE ditch below Roman road deposits and buried topsoil (1015)</i>
(1017)	Moderately compact to firm pale greenish-brown silty clay; occasional flat stones measuring < 0.20m, charcoal flecking & bone; measures 1.2m (width) × 0.6m (thickness). Underlies (1018), fills [1016]
<i>INTERPRETATION</i>	<i>Basal fill of ditch [1016]</i>

(1018)	Moderately compact to firm greyish-brown silty clay; occasional flat stones measuring c. 0.05m & charcoal flecks/fragments; measures 1.4m (width) × 0.30m (depth). Underlies (1015), overlies (1017)
<i>INTERPRETATION</i>	<i>Upper fill of ditch [1016]</i>
(1019)	Indurated limestone. Cut by [1016]
<i>INTERPRETATION</i>	<i>Bedrock</i>
(1020)	Loose yellow brown sandy clay (40% sand, 60% clay) with shells and occasional small stones. Measured 0.20m thick across easement. Overlies (1021)
<i>INTERPRETATION</i>	<i>Topsoil</i>
(1021)	Loose to moderately compact yellow brown sandy clay with frequent shell and occasional small stones; contains bands of silt clay (1022); up to 0.80m thick across easement. Underlies (1020), same as (1022), overlies (1023)
<i>INTERPRETATION</i>	<i>Alluvial subsoil</i>
(1022)	Moderately compact brown grey silty sandy clay (30% silt, 30% sand, 40% clay) with very occasional charcoal flecks. Appears as lenses throughout (1021). Possibly a result of differing environmental conditions though presence of charcoal suggests anthropogenic influence. Part of/same as (1021)
<i>INTERPRETATION</i>	<i>Bands within alluvial subsoil</i>
(1023)	Moderately firm blue grey clay with gritty sand and silt. Occasional shells and very occasional charcoal.; >0.70m thick at the N end of fields to W of Fosse Way.
<i>INTERPRETATION</i>	<i>Marl beneath alluvial stratigraphy</i>

10. Appendix 1: Specialist Reports

10.1 Pottery Assessment

Jane Timby

The archaeological work resulted in the recovery of a single small sherd of pottery from the secondary fill of a ditch. The sherd is small, 2g in weight and is from a handmade vessel with a wall thickness of 9-10mm. It has orange oxidised surfaces and a black inner core with a fine grog-tempered fabric.

The character of the fabric and the firing colour is a particular characteristic of pottery belonging to the Beaker/early Bronze Age period. The sherd is too small to attribute to a vessel type but it would be typical of a beaker.

10.2 Hand-collected vertebrate remains

Alison Foster (Palaeoecology Research Services)

A fragment of large mammal bone (possibly a cattle metacarpal) was recovered from Context (1017). Preservation was poor; the surface was eroded and flaking and the fragment had broken into two pieces during recover. The bone had been split longitudinally, a common practice which is often associated with marrow extraction.

10.3 Palaeoenvironmental Assessment

Archaeological Services University of Durham

10.3.1 Summary

The project

This report presents the results of palaeoenvironmental assessment of a bulk sample taken during archaeological works at Shipton Moyne Phase II, Gloucestershire.

The works were commissioned by Border Archaeology, and conducted by Archaeological Services Durham University.

Results

The assessment provides little information concerning the age or nature of the fill due to the absence of palaeoenvironmental remains, although the finds may provide additional information. The sample comprised fragments of charcoal identified as blackthorn and oak.

Recommendations

No further analysis is recommended on the sample due to the absence of charred or waterlogged palaeoenvironmental remains.

The flot should be retained as part of the physical archive of the site. The residue was discarded following examination.

10.3.2 Project background

Location and background

Archaeological works were conducted by Border Archaeology at Shipton Moyne II, Gloucestershire. This report presents the results of palaeoenvironmental assessment of a bulk sample taken from the upper fill of a pre-Roman ditch.

Objective

The objective of the scheme of works was to assess the palaeoenvironmental potential of the sample, establish the presence of suitable radiocarbon dating material, and provide the client with appropriate recommendations.

Dates

The sample was received by Archaeological Services on 21st February 2013. Assessment and report preparation was conducted between 23rd and 26th February 2013.

Personnel

Assessment and report preparation was conducted by Lorne Elliott.

Archive

The site code is **SMII12**. The flot is currently held in the Environmental Laboratory at Archaeological Services Durham University awaiting collection or return. The finds have been returned to Border Archaeology. The charcoal fragments will be retained at Archaeological Services Durham University.

10.3.3 Methods

The bulk sample was manually floated and sieved through a 500 μ m mesh. The residue was examined for shells, fruitstones, nutshells, charcoal, small bones, pottery sherds, flint and industrial residues, and was scanned using a magnet for ferrous fragments. The flot was examined at up to x60 magnification for charred and waterlogged botanical remains using a Leica MZ7.5 stereomicroscope.

Where possible, charcoal fragments were identified, in order to provide material suitable for radiocarbon dating. The transverse, radial and tangential sections were examined at up to x600 magnification using a Leica DMLM microscope. Identifications were assisted by the descriptions of Schweingruber (1990) and Hather (2000), and modern reference material held in the Environmental Laboratory at Archaeological Services Durham University.

The palaeoenvironmental assessment was undertaken in relation to the research objectives outlined in the regional research framework for South West England (Webster 2007).



10.3.4 Results

The residue comprised a fragment of pot, a fragment of animal tooth enamel and small fragments of unburnt animal bone resembling small mammal.

The sample contained fragments of charcoal mainly identified as blackthorn (*Prunus spinosa*), although small fragments of oak (*Quercus* sp) were recorded. The charcoal was generally in poor condition, comprising radial cracks and friable. Charred and waterlogged plant macrofossils were absent. Material suitable for radiocarbon dating is available. The results are presented in Appendix 2.

10.3.5 Discussion

The assessment provides little information concerning the age or nature of the fill due to the absence of palaeoenvironmental remains. Analysis of the fragment of pottery may provide additional information.

10.3.6 Recommendations

No further analysis is recommended on the sample due to the absence of charred or waterlogged palaeoenvironmental remains.

The flot should be retained as part of the physical archive of the site. The residue was discarded following examination.

10.3.7 Sources

Hather, J. G., 2000, *The identification of the Northern European Woods: a guide for archaeologists and conservators*, London

Schweingruber, F. H., 1990, *Microscopic wood anatomy*, Birmensdorf

Webster, C. J., 2007, *The Archaeology of the South West: South West Archaeological Research Framework*, Somerset County Council

Appendix 2: Data from palaeoenvironmental assessment

Sample	2
Context	1018
Feature	ditch
<i>Material available for radiocarbon dating</i>	?
<i>Volume processed (l)</i>	4
<i>Volume of flot (ml)</i>	20
<i>Residue contents</i>	
Bone (unburnt)	Small mammal? +
Pot (number of fragments)	1
Tooth (animal - enamel fragment)	indet frag 1
<i>Flot matrix</i>	
Charcoal	++
Roots (modern)	+

[(+): trace; +: rare; ++: occasional; +++: common; ++++: abundant]



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