LAND AT VICTORIA ALLOTMENTS
WEST STREET
DUNSTABLE
BEDFORDSHIRE

ARCHAEOLOGICAL MITIGATION

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Preface

Every effort has been made in the preparation of this document to provide as complete a summary as possible within the terms of the method statement. All statements and opinions in this document are offered in good faith. Albion Archaeology cannot accept responsibility for errors of fact or opinion resulting from data supplied by a third party, or for any loss or other consequence arising from decisions or actions made upon the basis of facts or opinions expressed in this document.

This report has been prepared by Mark Phillips (Project Officer), Leonard Anderson (Archaeological Supervisor) and edited by Joe Abrams (Project Manager). The fieldwork was undertaken by Lennard Anderson (Archaeological Supervisor) and Jerry Stone (Assistant Supervisor). Joan Lightning (CAD Technician) and Mark Phillips produced the figures. The pottery was identified by Jackie Wells (Artefacts Officer). All Albion Archaeology projects are under the overall management of Drew Shotliff (Operations Manager).

Albion Archaeology is grateful to Dunstable Town Council for commissioning the project. We would also like to acknowledge the assistance of the staff of Kehoe Contractors Ltd and the comments of Lesley-Ann Mather, County Archaeological Officer who monitored the project on behalf of Bedfordshire County Council.

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Structure of the Report

After the introductory Section 1, Section 2 describes the methodology employed during the fieldwork. The results are presented Section 3, followed by a synthesis of their significance (Section 4). Section 5 is a bibliography. Section 6 contains an archaeological context summary (Appendix 1).

Key Terms

Throughout this report, the following terms or abbreviations are used:

Albion	Albion Archaeology
CAO	County Archaeological Officer
Client	Dunstable Town Council
HER	Historic Environment Record
IfA	Institute for Archaeologists
Procedures Manual	*Procedures Manual Volume 1 Fieldwork*, 2nd Edition 2001. Bedfordshire County Council
SARM	*Scheme of Archaeological Resource Management*

Non-Technical Summary

South Bedfordshire District Council granted planning permission (04/812), for the change of use of allotment gardens to cemetery use at the Victoria Allotments, West Street, Dunstable. A condition attached to the planning permission required the implementation of a Scheme of Archaeological Resource Management (SARM) as a consequence of the development. Bedfordshire County Council's Archaeological Officer (CAO) issued a Brief, which was designed to secure the implementation of a programme of archaeological resource management in fulfilment of that condition.

Albion Archaeology was commissioned by Dunstable Town Council to prepare a SARM in accordance with the CAO's Brief and to undertake a programme of archaeological observation, investigation and recording during the groundworks.

Previous evaluation in the north-western part of the development area had identified a ditch, containing Roman artefacts, and the remains of a rutted trackway. In the eastern part of the development area, evaluation revealed that parts of the road frontage had been subject to intensive quarrying, removing any potential for the survival of archaeological remains.

Groundworks required as part of the change of use to a cemetery involved removal of overburden within the footprint of a new access road and footpath, which were the focus of the archaeological mitigation. A single adult inhumation burial (probably of Roman date) represents the earliest remains found. The grave cut [308] was aligned ENE to WSW and cut at least 0.4m into the chalk bedrock. The grave contained no dateable artefacts, although it pre-dated a series of wheel ruts some of which cut into the upper fill of the grave.

The wheel ruts form an extensive group of parallel ruts aligned ENE to WSW; they represent the remains of a wide, un-metalled trackway. The alignment of the ruts is shared by that of present-day West Street and they simply represent an earlier form of this road. A single sherd of pottery, dated to the 15th/16th centuries was recovered from the upper fill of one of the ruts. A slight terrace was noted to the south of the ruts; it might have formed through erosion on the line of the track.

The latest archaeological feature was a ditch aligned ENE to WSW situated on the boundary between the rutted track and the terrace slope. This contained modern (19th/20th century) debris.

The project archive will be deposited with Luton Museum and Art Gallery under accession code 2007/109.

1. INTRODUCTION

1.1 Planning Background

South Bedfordshire District Council granted planning permission (04/812), for the change of use of allotment gardens to cemetery use at the Victoria Allotments, West Street, Dunstable. A condition attached to the planning permission required the implementation of a Scheme of Archaeological Resource Management (SARM) as a consequence of the development. Bedfordshire County Council's Archaeological Officer (CAO) issued a Brief (BCC 2006), which was designed to secure the implementation of a programme of archaeological resource management in fulfilment of that condition.

Albion Archaeology was commissioned by Dunstable Town Council to prepare a SARM in accordance with the CAO's Brief and to undertake a programme of archaeological observation, investigation and recording during the groundworks.

1.2 Site Location

The development area lies within the historic core of Dunstable, approximately 0.75km south-west of the High Street-Church Street-West Street crossroads. The proposed cemetery extension comprises an area *c.*3.6ha in size. It is centred on grid reference TL 0135 2147.

The proposed extension was an irregular shape in plan. It lies at *c.*155m above Ordnance Datum (OD). The site is bordered by West Street to the north-west, residential buildings to the north-east, the existing cemetery to the south-east and extant allotments to the south-west.

The natural soils of the area are derived from the underlying middle chalk and clay geology (British Geological Survey 2001).

1.3 Archaeological Background

The site lies close to the historic core of Dunstable. This town has its origins in the Roman period when a small town, known as *Durocobrivis*, developed at the crossroads of a Roman road known as Watling Street (now approximated by the line of High Street North and High Street South) and a prehistoric routeway known as the Icknield Way (now defined by the line of Church Street and West Street).

Watling Street connected London (*Londinium*) with north-west England and the Icknield Way is believed to have stretched from Ivinghoe Beacon in Buckinghamshire to Knettishall Heath in Norfolk. The intersection of these two routes doubtless made Dunstable a strategically important location for settlement and trade during all periods. As a result, the town is situated within a landscape rich in archaeological remains particularly of the prehistoric and Roman periods.

A thorough and detailed archaeological background to Dunstable is presented in Albion Archaeology's *Extensive Urban Survey for Bedfordshire: Dunstable Archaeological Assessment* (Albion Archaeology, 2003). A summary of the relevant sections of this is presented below.

1.3.1 Icknield Way

There has been much debate over the exact nature and route of the Icknield Way (Matthews; 1963, 1979; Simco 1984; Harrison 2003) and many questions about its exact route and origins still remain. However, it is generally believed that the route has its origins in prehistory, possibly as early as the Neolithic.

The route is not, generally, believed to have been anything more substantial than a wide track, rather than a true metalled/surfaced road (such as Watling Street). Although excavations in Dunstable by the Manshead Archaeological Society in 1979 (Matthews 1979) did discover an early metalled road in the general area that the route was believed to have taken through the town. Thus it is possible that some parts of the Way, at some points in time, were more substantial than others.

The exact route the Icknield Way may have taken is also unclear. Various locations and have been suggested as likely routes. Some stretches of the route are thought to have been up to 1km wide. Clearly any modern notions of a delineated road must be abandoned when visualising this kind of routeway. Harrison (2003) has argued that the Way should not be seen as one cohesive route running SE-NW across the south of the country, but rather as a series of discontinuous, local roads and tracks which were linked together by the traveller to achieve travel at a regional or national scale. The exact local position and route of the Way would have changed over time, and probably sometimes with the individual traveller.

However, there is little doubt that a section of the Icknield Way did pass through Dunstable, following the chalk scarp through the Chilterns. The line of modern West Street roughly follows the route the Way may have taken through the town. The key research aim for the archaeological works associated with the cemetery extension was to identify remains of this routeway, such as a rutted trackway, or roadside elements such as ditches.

1.4 Previous Archaeological Works

Evaluation works were previously undertaken within the development area (Albion Archaeology 2004). These identified a ditch containing Roman artefacts and also evidence of a track marked by wheel ruts (Figures 1 and 4). These remains were located in the north-western part of the development area. A further stage of evaluation (Albion Archaeology 2007) focussed on the accessible land within the eastern part of the cemetery extension. No significant archaeological features were identified during this work.

2. METHODOLOGY

2.1 Introduction

Observation and investigation works were undertaken between 27th October and 28th November 2008. The works in the footprint of the cemetery access road and footpaths in the northern part of the site involved topsoil removal down to chalk bedrock or subsoil layers. Accordingly, these areas were the focus of the archaeological works (Figure 1).

All archaeological features and deposits were issued a unique context number, specific to that feature or deposit. Within this report, context numbers referring to cut features are expressed [**], and layers or deposits within cut features are expressed (**).

Detailed technical information on all the deposits and archaeological features referred to below can be found in Appendix 1.

2.2 Strip, Map and Sample Methodology

The works adhered to the standards and field methods set out in the SARM (Albion Archaeology 2008) and Albion's *Procedures Manual (*Albion Archaeology 2001). In summary:

1 Machine excavation of topsoil removal within the development area was monitored to identify any *in situ* archaeological deposits.
2 Topsoil was stripped using a mechanical excavator fitted with a toothless bucket.
3 All disturbed soil was scanned for artefacts.
4 All identified archaeological features were subject to sample hand excavation.
5 All excavated features and deposits were fully recorded in accordance with Albion's *Procedures Manual.*
6 All archaeological observations were recorded at a suitable scale on base plans that were tied in to the Ordnance Survey national grid.
7 A photographic record was kept of all significant features.

Throughout the project the standards set out in the Institute for Archaeologists' *Codes of Conduct* and *Standard and Guidance for an Archaeological Excavation* (1999) and in English Heritage's *Management of Archaeological Projects* (1991) were adhered to.

During the course of the mitigation works for the access road a human burial was identified. It was agreed with the CAO that this should not be excavated. It was recorded *in situ* and re-buried. The road was to be built up over this area and since the grave was cut into the chalk bedrock it was possible to leave it in the ground without it suffering any damage.

3. RESULTS OF THE ARCHAEOLOGICAL WORKS

3.1 Introduction

Archaeological visibility varied across the development area depending on the depth of overburden being removed. In areas where topsoil was only partially removed for soil screening and at the western end of the access road, the underlying geology was not exposed. In these areas, the level of optimum archaeological visibility was not reached and it was not possible to make archaeological observations.

In the area adjacent to West Street earthmoving exposed clean chalk bedrock cut by archaeological features (Figure 2). In the slightly higher ground, away from the road the base of the strip exposed a mixture of subsoil and broken chalk where no features were identified.

Archaeological remains comprised an inhumation burial, wheel ruts and a ditch. The results are described below in stratigraphic/chronological order beginning with the earliest.

3.1.1 Topsoil, geological deposits and natural features

Topsoil (100) consisted of a light brown grey clay-silt, up to 0.5m thick. The subsoil (101) was a thin hard light grey clay-chalk up to 0.12m thick. The upper surface of the underlying geological deposits (102) consisted of chalk.

3.1.2 Inhumation burial

A single inhumation burial (309) was found within the footprint of the access road adjacent to West Street (Figures 2 and 3). Grave [308], within which the burial was placed, was aligned ENE to WSW, 2.02m long, 0.62m wide and at least 0.4m deep. The head lay at the western end of the grave. The facial part of the skull was displaced inwards, although the lower jaw bone was intact. The rest of the skeleton was in a fragile state. The left arm was extended alongside the torso whilst the right arm was flexed over the stomach. No artefacts were recovered from the grave.

The upper part of deposit (310), which sealed the burial, was cut by later wheel ruts. These had not damaged the underlying skeleton (Plates 1 and 2).

3.1.3 Wheel ruts

A series of parallel linear features [121], the remains of wheel ruts, were found in the north-west part of the development area, extending across the footprint of the new access road (Figure 2). The ENE to WSW aligned ruts were parallel to modern-day West Street and were cut into the chalk bedrock. Some of the ruts merged to form more extensive areas of rutting, up to 0.5m wide. Typically, individual ruts were *c*. 0.10m wide. Depths ranged from 50mm to 0.18m. They varied in shape. Some had near vertical sides and flat bases; others had concave sides and bases. Their form was the result of the repeated passage of cart wheels.

In plan the ruts were broadly straight with a slight curve towards the modern road at their western end. Some intersected where they curved or were on slightly different alignments. A number converged towards the western end of the site where they formed two broad lines. This demonstrates that several episodes of rutting are represented.

The ruts extended southwards, almost to a slight slope on the same alignment (Figure 2). This slope probably marks the southern edge of the track represented by the ruts; it may represent a (now reduced) bank, used to define the limits of the road.

Deposits within the ruts (122) consisted of mid grey chalk containing occasional chalk lumps and fragmented black flint, derived from the underlying geological deposits. The ruts contained very few artefacts. A single sherd of pottery was recovered from the surface of one of the unexcavated segments (120). It was a rim sherd weighing 28g from an internally glazed jug, dated to the 15th/16th century (Bedfordshire Ceramic Type Series E03). No artefacts were recovered from the excavated segments of the ruts.

3.1.4 Post-medieval features

Ditch [500] was located immediately south of the ruts (Figure 3). It was aligned ENE to WSW, parallel to wheel ruts [121] and immediately north of a slight slope. The ditch was 3.05m wide and 0.97m deep with steep sides and an irregular base. Deposit (501) within the ditch comprised light grey chalk silt. It contained numerous fragments of brick, clear glass, black bottle glass and occasional fragments of white china.

4. SYNTHESIS

4.1 Discussion

4.1.1 Inhumation burial

The single burial was discovered by chance whilst excavating a slot through the later wheel ruts that obscured its presence. A thorough examination of the area was undertaken and although conditions were favourable for observation no other potential grave cuts were identified. It remains possible, however, that further graves in the area could have been obscured by the wheel ruts.

No dating evidence was recovered from the grave. It could have been a roadside burial contemporary with the Roman town, or it could have been associated with rural settlement of various periods. An extended inhumation without grave goods and not associated with a medieval burial ground is perhaps, based on the general frequency of occurrence, most likely to date from the Roman period when roadside burial was not uncommon. Evidence for nearby Roman activity in the form of ditch found during evaluation works (Albion Archaeology 2004) strengthens the case for a probable Roman date. However, it would be unwise to infer anything more certain from a single, undated burial.

4.1.2 Trackway

A trackway leading towards the centre of Dunstable was evidenced by numerous wheel ruts and a slight slope along its southern edge. The evidence suggests an extended period of use for the track leading to the erosion and formation of a slope along its edge. The only dating evidence recovered consisted of a single sherd of late medieval/early post-medieval pottery from the upper fill of one of the ruts. The absence of later material suggests that these ruts had gone out of use prior to the modern expansion of Dunstable in the 19th century when more debris from nearly activity might have been expected.

The position and alignment of the track suggests that it is likely to be a precursor to modern West Street. Documentary evidence indicates the existence of the street during the medieval period. Some buildings on West Street survive from the 15th or 16th centuries. A 16th-century timber framed building from 7 West Street is now in storage at the Chiltern Open Air Museum. Burials (HER 137) found 500m west of the site, next to a continuation of the road, are thought to be part of a cemetery associated with a medieval pest house.

It is likely that the ruts represent the final phase of an unmetalled track leading into Dunstable, which had existed from at least the medieval period and which ultimately became the modern road line.

4.1.3 Boundary

The most recent remains comprised boundary ditch [504]. It is clear from historic map evidence that the development area stood outside the limits of

Dunstable town until the later 19th century. The ditch appears to be a drainage or boundary feature located along a boundary between the rutted trackway and the area later occupied by allotments. The presence of modern debris in the ditch demonstrates that it went out of use in the modern period as development began to encroach on this area.

4.2 Significance

Only a limited part of the development area was exposed to a level where useful archaeological observations could be made. Archaeological remains were, therefore, only exposed along the northern edge of the cemetery extension where the footprint of the new access road was machined down to clean chalk bedrock.

The trackway identified along the northern edge of the site was associated with a change in ground level which suggests that use of the track had led to erosion of the underlying bedrock. One earlier feature, a single inhumation burial, was found cut by the trackway. It is likely that only comparatively deep earlier features would survive within the terrace cut by the trackway.

Away from the northern edge of the development area observations were limited. The majority of this land was subject to soil screening (to remove persistent weed roots) and no undisturbed soil layers were exposed. Where the overburden was completely removed, in the footprint for the new road and pathway, no archaeological deposits were identified. The evaluation trenches in this part of the site also produced negative results (Albion Archaeology 2007). It is worth noting that the mixed appearance of the deposits in this part of the site, consisting of the uppermost interface with geological chalk and clay, may be less conducive to archaeological observations than the clean chalk seen along the northern margin of the site.

4.3 Project Archive

The project archive will be deposited at Luton Museum and Art Gallery under accession code 2007/109.

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6. APPENDICES

6.1 Appendix 1 - Context Summary

Area: 1
Extent (ha): 0.12
OS Co-ordinates: TL0125021550
Description: Area within footprint of new cemetery road and footpath

Context:	Type:	Description:	Excavated:	Finds Present:
100	**Topsoil**	**Loose light brown grey clay silt moderate small stones. Thickness of 0.3 - 0.5m**	☑	☐
101	**Subsoil**	**Hard light grey clay chalk moderate small stones. Thickness of 0.12m.**	☐	☐
102	**Natural**	**Friable white chalk**	☐	☐
103	**Wheel ruts**	**Linear ENE-WSW profile: concave base: concave dimensions: min breadth 0.23m, min depth 0.15m**	☑	☐
104	Fill	Hard mid brown grey chalk occasional small chalk, occasional medium stones. Thickness of 0.15m.	☑	☐
105	**Wheel ruts**	**Linear ENE-WSW profile: concave base: concave dimensions: min breadth 0.06m, min depth 0.04m**	☑	☐
106	Fill	Compact mid brown grey chalk occasional small chalk. Thickness of 0.04m.	☑	☐
107	**Wheel ruts**	**Linear ENE-WSW profile: concave base: uneven dimensions: min breadth 0.4m, min depth 0.09m**	☑	☐
108	Fill	Hard mid grey chalk . Thickness of 0.09m	☑	☐
109	**Wheel ruts**	**Linear ENE-WSW profile: concave base: concave dimensions: min breadth 0.26m, min depth 0.12m**	☑	☐
110	Fill	Hard mid grey chalk . Thickness of 0.12m.	☑	☐
111	**Wheel ruts**	**Linear ENE-WSW profile: concave base: flat dimensions: min breadth 0.12m, min depth 0.03m**	☑	☐
112	Fill	Hard mid grey chalk . Thickness of 0.03m/	☑	☐
113	**Wheel ruts**	**Linear ENE-WSW profile: concave base: concave dimensions: min breadth 0.08m, min depth 0.04m**	☑	☐
114	Fill	Hard mid grey chalk . Thickness of 0.04m.	☑	☐
115	**Wheel ruts**	**Linear ENE-WSW profile: concave base: concave dimensions: min breadth 0.05m, min depth 0.02m**	☑	☐
116	Fill	Hard mid grey chalk . Thickness of 0.02m.	☑	☐
117	**Wheel ruts**	**Linear ENE-WSW profile: concave base: concave dimensions: min breadth 0.2m**	☑	☐
118	Fill	Hard mid grey chalk	☑	☐
119	**Wheel ruts**	**Linear ENE-WSW dimensions: min breadth 0.4m, min length 2.5m**	☐	☐
120	Fill	Firm mid grey chalk	☐	☑
121	**Wheel ruts**	**Linear ENE-WSW profile: concave base: concave dimensions: min breadth 0.05m, min depth 0.02m. General number for unexcavated wheel rut cuts.**	☐	☐
122	Fill	Hard mid brown grey chalk occasional small chalk, occasional medium stones. General number for wheel rut fills. Stones are medium sized black flint fragments.	☐	☐
200	**Wheel ruts**	**Curving linear ENE-WSW profile: 45 degrees base: v-shaped dimensions: min breadth 0.11m, min depth 0.09m**	☑	☐
201	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.09m.	☑	☐
202	**Wheel ruts**	**Linear ENE-WSW profile: 45 degrees base: v-shaped dimensions: min breadth 0.1m, min depth 0.03m**	☑	☐
203	Fill	Hard mid grey chalk . Thickness of 0.03m.	☑	☐

Area: 1
Extent (ha): 0.12
OS Co-ordinates: TL0125021550
Description: Area within footprint of new cemetery road and footpath

204	**Wheel ruts**	**Linear ENE-WSW profile: irregular base: uneven dimensions: min breadth 0.16m, min depth 0.03m**	☑	☐
205	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.03m.	☑	☐
206	**Wheel ruts**	**Linear ENE-WSW profile: irregular base: v-shaped dimensions: min breadth 0.4m, min depth 0.09m**	☑	☐
207	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.09m.	☑	☐
208	**Wheel ruts**	**Linear ENE-WSW profile: concave base: concave dimensions: min breadth 0.5m, min depth 0.18m**	☑	☐
209	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.18m.	☑	☐
210	**Wheel ruts**	**Curving linear ENE-WSW profile: convex base: flat dimensions: min breadth 0.42m, min depth 0.14m**	☑	☐
211	Upper fill	Hard mid grey chalk occasional small chalk. Thickness of 0.05m.	☑	☐
212	Lower fill	Hard light grey silty chalk moderate medium chalk. Thickness of 0.09m.	☑	☐
213	**Wheel ruts**	**Linear ENE-WSW profile: near vertical base: flat dimensions: min breadth 0.15m**	☑	☐
214	Fill	Hard mid grey chalk occasional small chalk	☑	☐
300	**Wheel ruts**	**Linear ENE-WSW profile: concave base: concave dimensions: min breadth 0.3m, min depth 0.1m**	☑	☐
301	Fill	Loose black silt . Thickness of 0.1m.	☑	☐
302	**Wheel ruts**	**Linear ENE-WSW profile: near vertical base: concave dimensions: min breadth 0.15m, min depth 0.05m**	☑	☐
303	Fill	Loose black silt . Thickness of 0.05m.	☑	☐
304	**Wheel ruts**	**Linear ENE-WSW profile: near vertical base: concave dimensions: min breadth 0.22m, min depth 0.17m**	☑	☐
305	Fill	Firm mid orange grey silty chalk . Thickness of 0.17m.	☑	☐
306	**Wheel ruts**	**Linear ENE-WSW profile: near vertical base: concave dimensions: min breadth 0.25m, min depth 0.18m**	☑	☐
307	Fill	Firm mid orange grey silty chalk . Thickness of 0.18m.	☑	☐
308	**Grave**	**Oval ENE-WSW profile: near vertical dimensions: min breadth 0.62m, min depth 0.4m, min length 2.02m**	☑	☐
309	Human skeleton	Articulated skeleton, supine and extended. Right arm flexed. Complete and fragile. Left insitu.	☑	☐
310	Fill	Light orange brown silty chalk . Thickness of 0.4m.	☑	☐
311	**Wheel ruts**	**Assymetrical ENE-WSW profile: vertical base: concave dimensions: min breadth 0.35m, min depth 0.15m**	☑	☐
312	Fill	Firm light grey brown chalky silt . Thickness of 0.15m.	☑	☐
313	**Wheel ruts**	**Linear ENE-WSW profile: near vertical base: flat dimensions: min breadth 0.3m, min depth 0.16m**	☑	☐
314	Fill	Firm light grey brown chalky silt . Thickness of 0.16m.	☑	☐
315	**Wheel ruts**	**Linear ENE-WSW profile: concave base: concave dimensions: min breadth 0.24m, min depth 0.09m**	☑	☐
316	Fill	Firm orange brown chalky silt . Thickness of 0.09m.	☑	☐

Area: 1
Extent (ha): 0.12
OS Co-ordinates: TL0125021550
Description: Area within footprint of new cemetery road and footpath

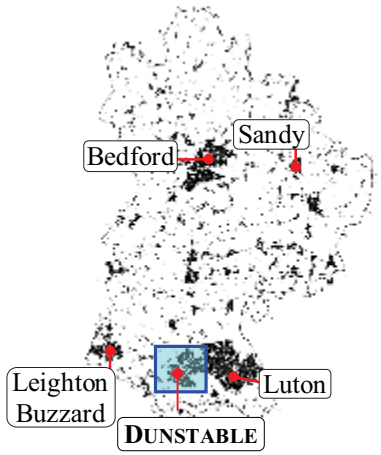
317	**Wheel ruts**	**Linear ENE-WSW profile: near vertical base: v-shaped dimensions: min breadth 0.2m, min depth 0.13m**	☑	☐
318	Fill	Firm light grey silty chalk . Thickness of 0.13m.	☑	☐
319	**Wheel ruts**	**Linear ENE-WSW profile: 45 degrees base: v-shaped dimensions: min breadth 0.09m, min depth 0.03m**	☑	☐
320	Fill	Loose black silt . Thickness of 0.03m.	☑	☐
321	**Wheel ruts**	**Assymetrical ENE-WSW profile: near vertical base: concave dimensions: min breadth 0.26m, min depth 0.11m**	☑	☐
322	Fill	Firm light grey silty chalk . Thickness of 0.11m.	☑	☐
400	**Wheel ruts**	**Linear ENE-WSW profile: 45 degrees base: concave dimensions: min breadth 0.4m, min depth 0.08m**	☑	☐
401	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.08m.	☑	☐
402	**Wheel ruts**	**Linear ENE-WSW profile: 45 degrees base: concave dimensions: min breadth 0.08m, min depth 0.04m**	☑	☐
403	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.04m.	☑	☐
404	**Wheel ruts**	**Linear ENE-WSW profile: 45 degrees base: concave dimensions: min breadth 0.04m, min depth 0.02m**	☑	☐
405	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.02.	☑	☐
406	**Wheel ruts**	**Linear ENE-WSW profile: 45 degrees base: flat dimensions: min breadth 0.14m, min depth 0.04m**	☑	☐
407	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.04m.	☑	☐
408	**Wheel ruts**	**Linear ENE-WSW profile: concave base: concave dimensions: max breadth 0.03m, min depth 0.08m**	☑	☐
409	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.03m.	☑	☐
410	**Wheel ruts**	**Linear ENE-WSW profile: 45 degrees base: flat dimensions: min breadth 0.07m, min depth 0.02m**	☑	☐
411	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.02m.	☑	☐
412	**Wheel ruts**	**Linear ENE-WSW profile: concave base: concave dimensions: min breadth 0.06m, min depth 0.03m**	☑	☐
413	Fill	Hard mid grey chalk occasional small stones. Thickness of 0.03m.	☑	☐
414	**Wheel ruts**	**Linear ENE-WSW profile: concave base: concave dimensions: min breadth 0.1m, min depth 0.05m**	☑	☐
415	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.05m.	☑	☐
416	**Wheel ruts**	**Linear ENE-WSW profile: 45 degrees base: concave dimensions: min breadth 0.07m, min depth 0.06m**	☑	☐
417	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.06m.	☑	☐
418	**Wheel ruts**	**Linear ENE-WSW profile: 45 degrees base: concave dimensions: min breadth 0.07m, min depth 0.03m**	☑	☐
419	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.03m.	☑	☐
420	**Wheel ruts**	**Linear ENE-WSW profile: irregular base: v-shaped dimensions: min breadth 0.15m, min depth 0.05m**	☑	☐
421	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.05m.	☑	☐

Area: 1
Extent (ha): 0.12
OS Co-ordinates: TL0125021550
Description: Area within footprint of new cemetery road and footpath

422	**Wheel ruts**	**Linear ENE-WSW profile: concave base: concave dimensions: min breadth 0.26m, min depth 0.04m**	☑	☐
423	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.04m.	☑	☐
424	**Wheel ruts**	**Linear ENE-WSW profile: vertical base: flat dimensions: min breadth 0.26m, min depth 0.07m**	☑	☐
425	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.07m.	☑	☐
426	**Wheel ruts**	**Linear ENE-WSW profile: vertical base: flat dimensions: min breadth 0.28m, min depth 0.09m**	☑	☐
427	Fill	Hard mid grey chalk occasional small chalk. Thickness 0f 0.09m.	☑	☐
428	**Wheel ruts**	**Linear ENE-WSW profile: vertical base: flat dimensions: min breadth 0.1m, min depth 0.03m**	☑	☐
429	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.03m.	☑	☐
430	**Wheel ruts**	**Linear ENE-WSW profile: vertical base: flat dimensions: min breadth 0.12m, min depth 0.04m**	☑	☐
431	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.04m.	☑	☐
432	**Wheel ruts**	**Linear ENE-WSW profile: vertical base: flat dimensions: min breadth 0.06m, min depth 0.01m**	☑	☐
433	Fill	Hard mid grey chalk occasional small chalk. Thickness of 0.01m.	☑	☐
434	**Wheel ruts**	**Linear ENE-WSW profile: vertical base: flat dimensions: min breadth 0.15m**	☑	☐
435	Fill	Hard mid grey chalk occasional small chalk	☑	☐
500	**Ditch**	**Linear ENE-WSW profile: concave base: concave dimensions: min breadth 1.95m, min depth 0.97m, min length 4.5m**	☑	☐
501	Fill	Firm light grey chalky silt occasional medium stones, occasional small stones. Sole fill of ditch with a thickness of 0.97m. Contained brick, glass, black bottle, white china and large fragmented black flint stones.	☑	☐
600	**Make up layer**	**Hard orange clay sand frequent medium-large sand. Modern access road buildup, 0.3m thick.**	☐	☐
601	**Wheel ruts**	**ENE-WSW profile: concave base: concave dimensions: min depth 0.15m, min length 1.m**	☐	☐
602	Upper fill	Compact light grey clay silt . Thickness of 0.1m. Top fill.	☐	☐
603	Fill	Compact grey clay silt . Thickness of 0.05. Middle fill.	☐	☐
604	Lower fill	Thickness of 0.1m. Basal fill.	☐	☐
605	**Wheel ruts**	**ENE-WSW profile: concave base: concave dimensions: min breadth 0.8m, min depth 0.45m**	☐	☐
606	Upper fill	Compact grey clay silt moderate small stones. Thickness of 0.2m. Top fill. Very rooty.	☐	☐
607	Lower fill	Compact light grey clay silt . Thickness of 0.25m. Basal fill, rooty.	☐	☐
700	**Topsoil**	**Loose grey clay silt . Thicknesss of 0.2m. Modern redeposited topsoil.**	☐	☐
701	**Make up layer**	**Compact orange gravel . Thickness of 0.1m. Modern access road build-up.**	☐	☐
702	**Buried topsoil**	**Firm black clay silt . Thickness of 0.1m. Modern buried topsoil.**	☐	☐

Area: 1
Extent (ha): 0.12
OS Co-ordinates: TL0125021550
Description: Area within footprint of new cemetery road and footpath

800	Topsoil	Firm brown black clay silt . Thickness of 0.4m. Redeposited topsoil.	☐	☐
801	Subsoil	Hard dark grey clay silt moderate small stones. Thickness of 0.1m.	☐	☐



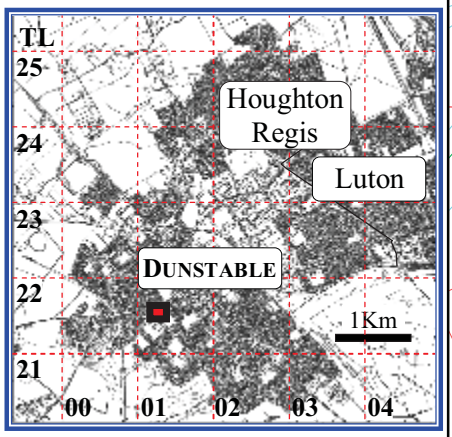
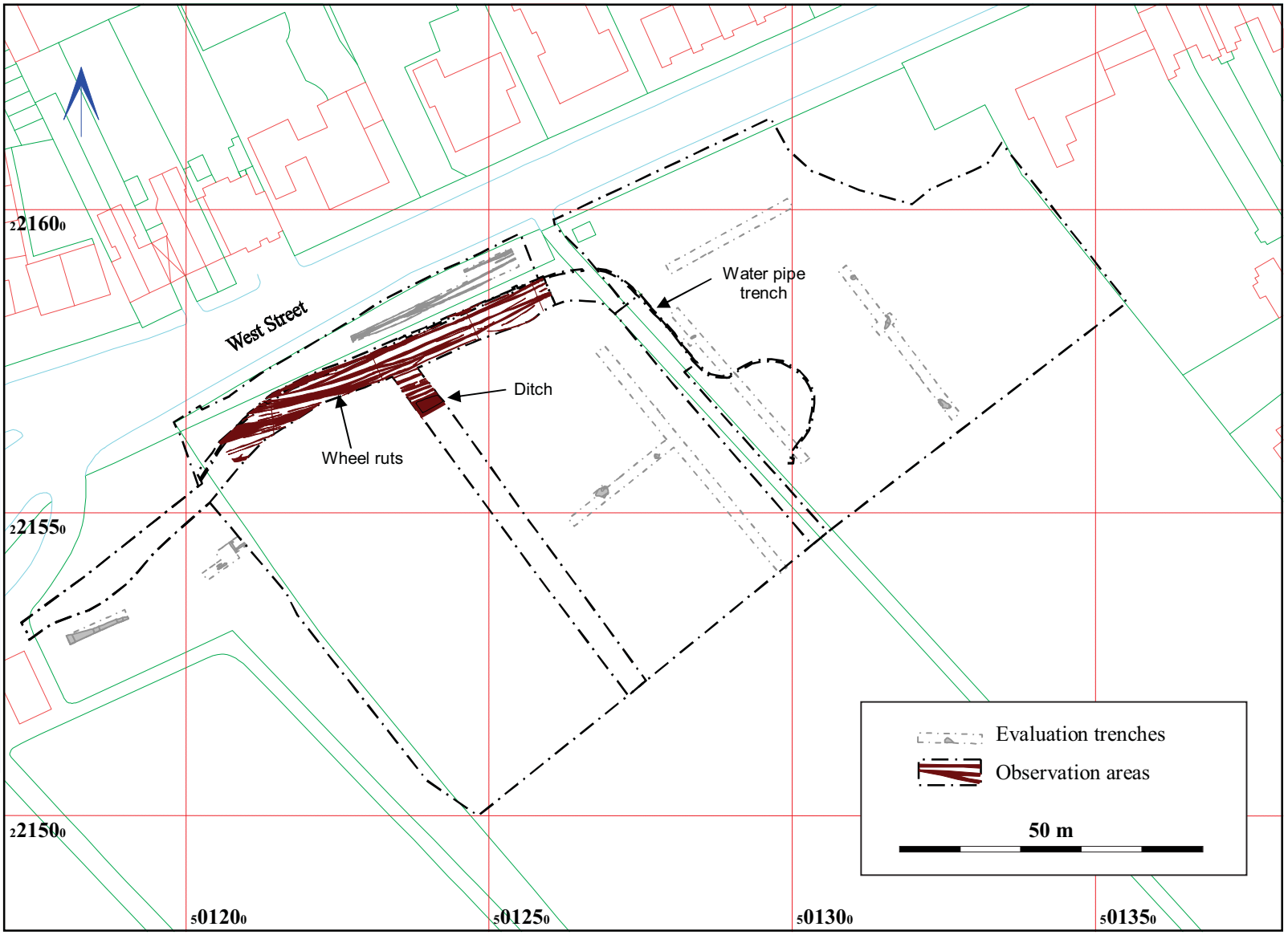
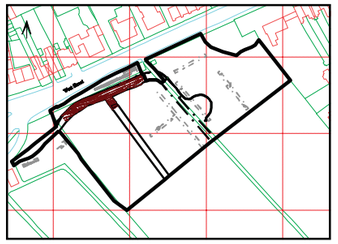
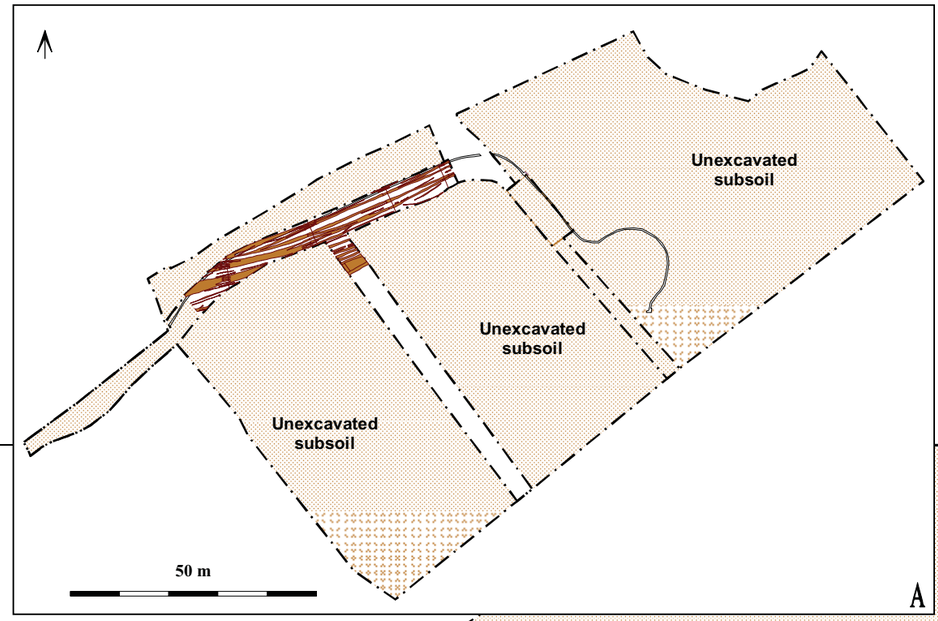
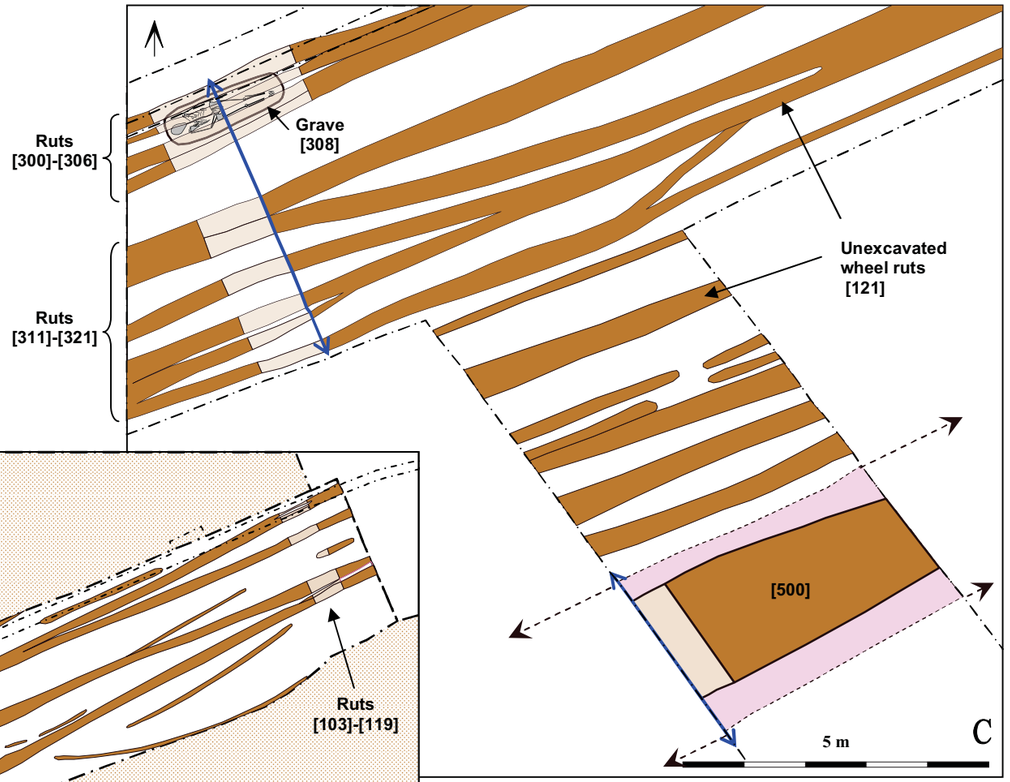


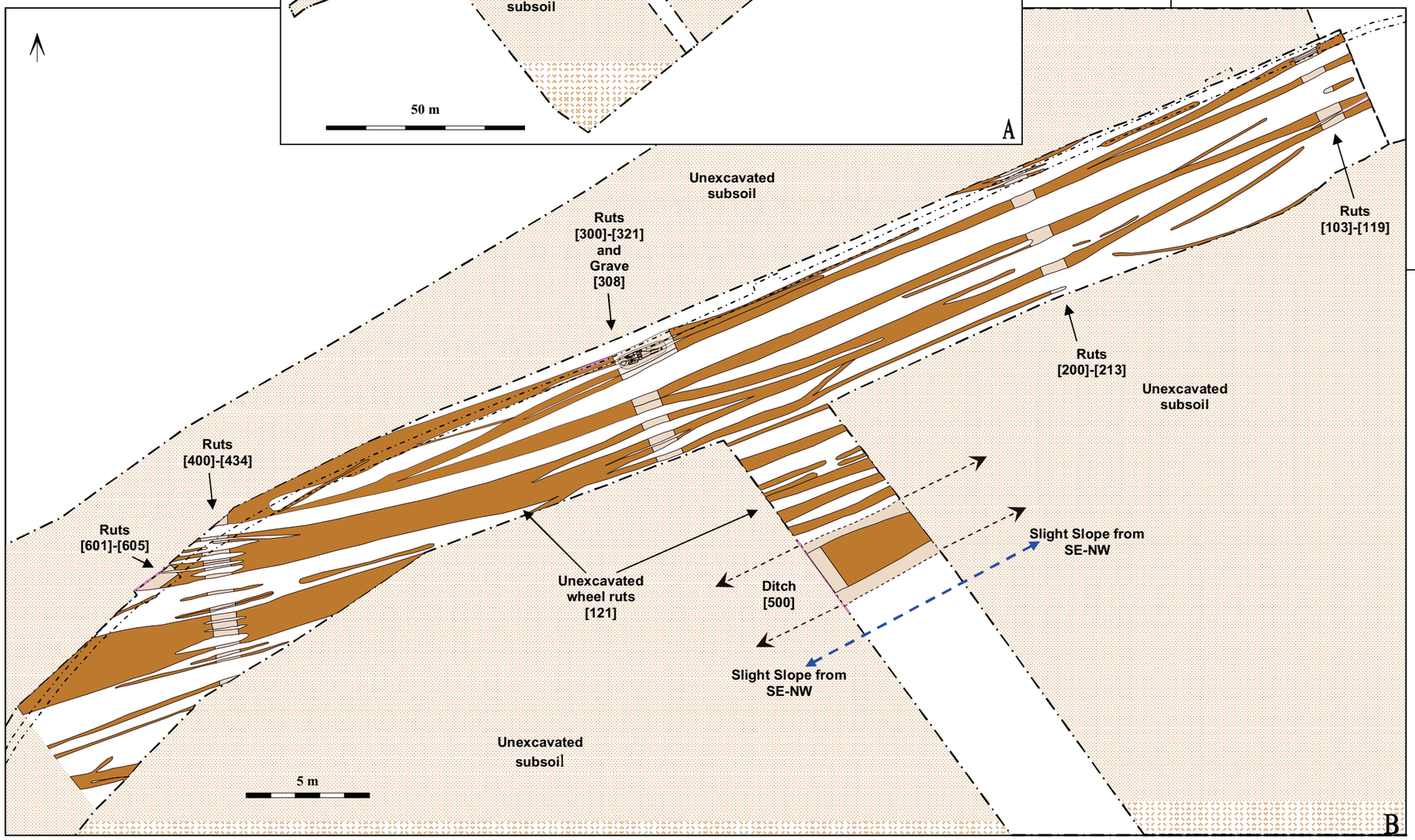
Figure 1: Location map











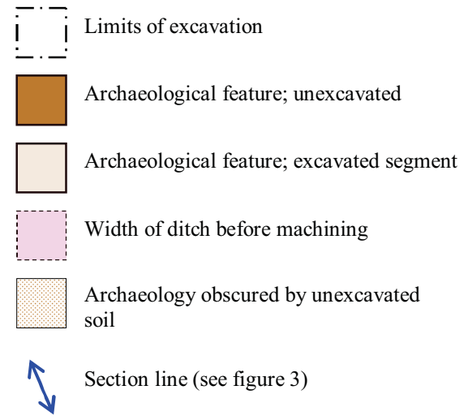
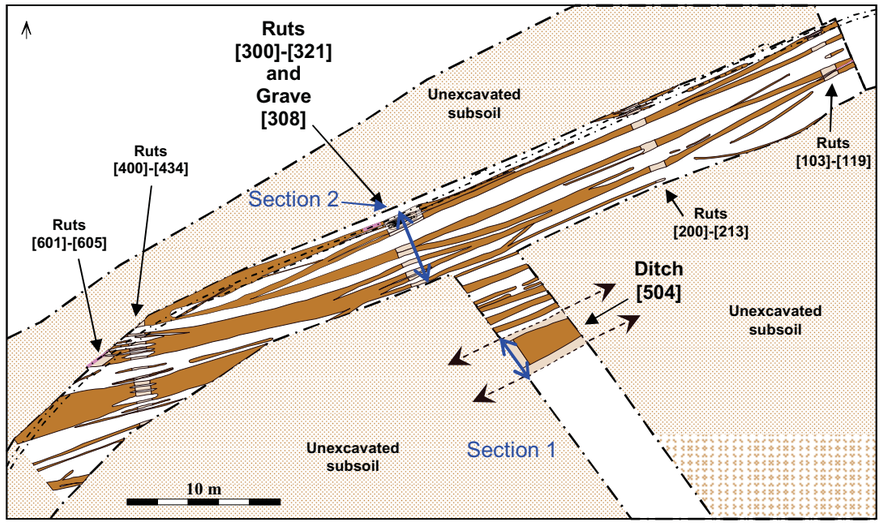
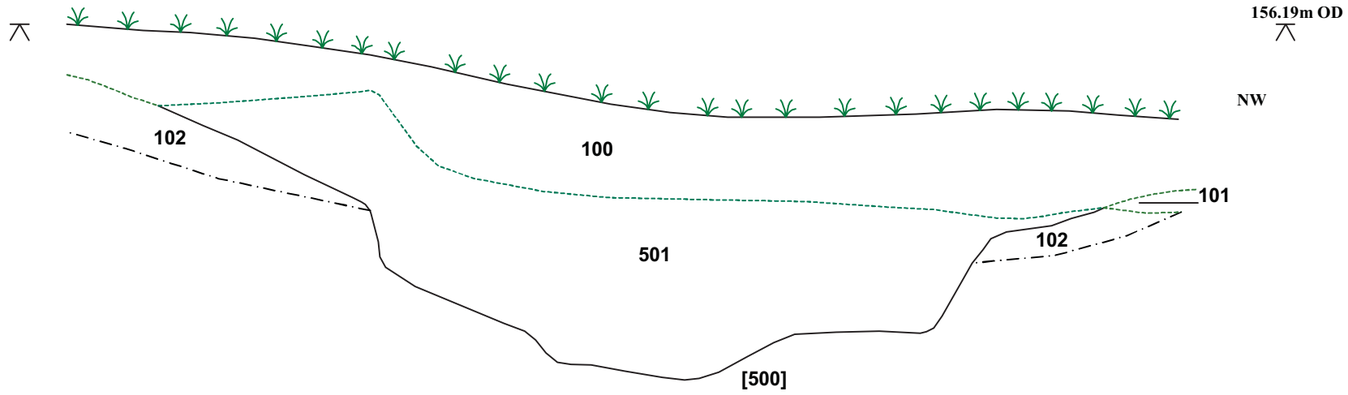
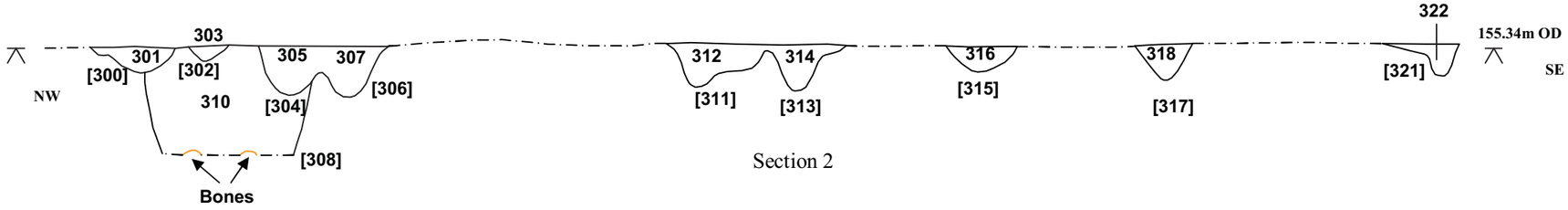


Figure 2: All features plan





Section 1



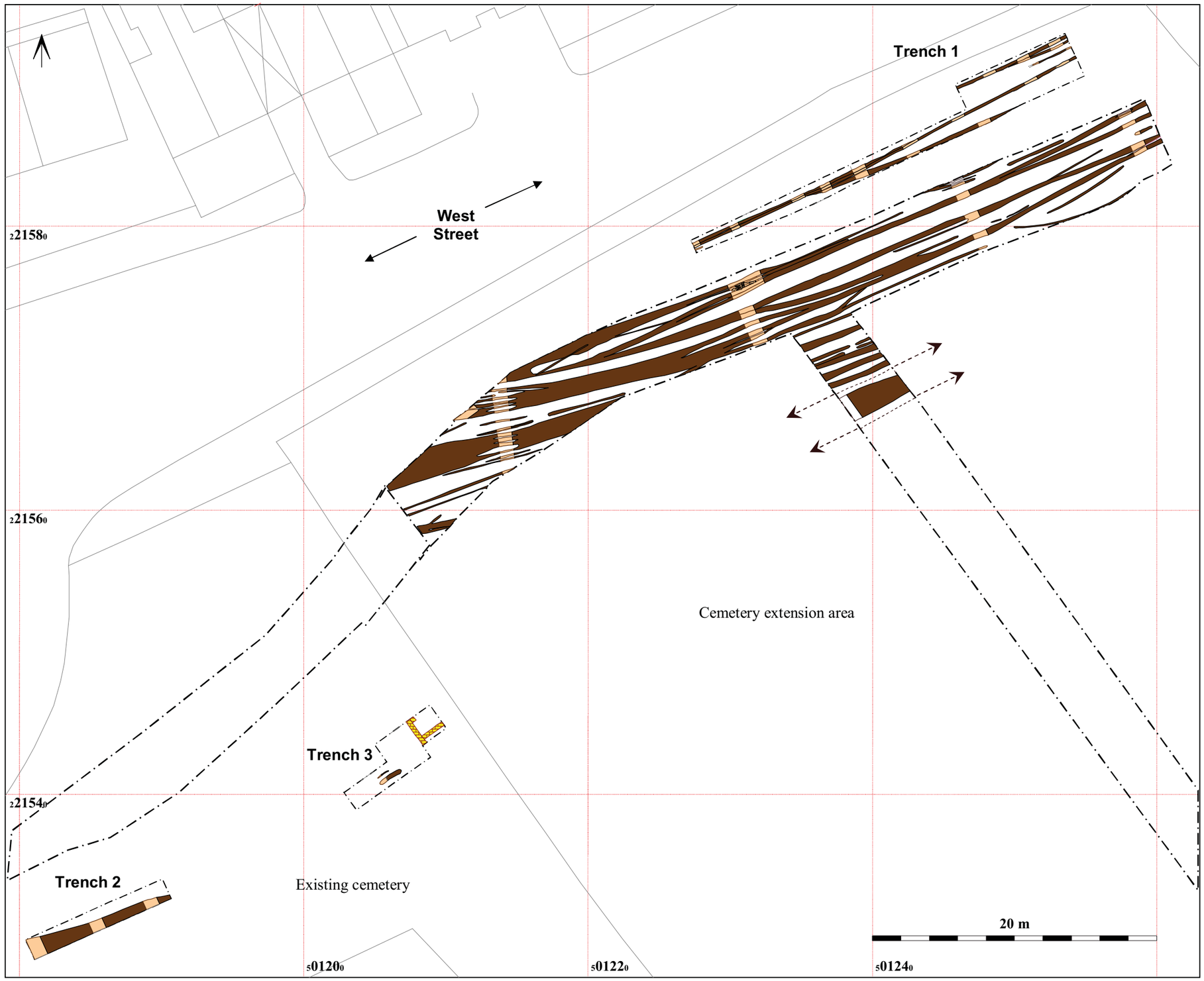
Section 2

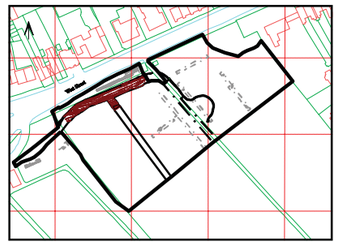
Inhumation [308]

Ruts [400]-[416], scale 1m. Looking north-east

Ditch [500], scale 1m. Looking south-west

Figure 3: Selected sections





Key

- Archaeological feature; unexcavated portion
- Archaeological feature; excavated segment
- Modern wall base

Figure 4: All features plan including evaluation trenches

Plate 1: View looking WSW showing grave [308] in the foreground with West Street at top right and the cemetery chapel visible in the background

Plate 2: View looking ENE showing grave [308] and wheel ruts with West Street at top left