Excavation of "Avenell" Way: A Roman track-way at Station Quarry, Steeple Morden, Cambridgeshire

Archaeological Excavation Report

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Archaeological Excavation

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Summary

In a six week period during August and September 2012, OA East conducted an archaeological excavation over a c.600m by c.20m area at Station Quarry, Steeple Morden. This work was the last in a sequence of investigations undertaken since 2002 by Oxford Archaeology at Station Quarry.

Three residual struck flint were recovered from the excavation indicating that sparse prehistoric activity took place within this location. A few of the tree bowls may date to this period. Up to four undated prehistoric stream channels running north to south along a dry valley were encountered at the far eastern side of the excavation at 61m OD. Cropmarks seen in air photographs show that the channel deposits continued beyond the excavation area to the east over more than a c.150m distance.

The "Avenell" Way, a long serving routeway which was probably the road linking the small town of Baldock (Hertfordshire) to Cambridge, was examined within the excavation area. This routeway comprised up to three successive track-ways with the earliest only tentatively assigned this label of track-way but could have been a ditch. It was seen only at the extreme northern end of the site and was dated by a single small Late Iron Age pottery sherd. The excavation area had been aligned on two adjacent track-ways which had been assessed in an earlier evaluation within the site and had also been recorded in previous archaeological work directly to the west. The earlier of these two track-ways started either in the Late Iron Age or Early Roman period and the latter superseded it probably in the later Roman period and possibly went out of use in c. the Early Saxon period within the excavation area. The track-ways were found to be of modest size, built originally for one main carriage way width, but in the case of the middle track-way, it had been worn in several places to form a large hollow way where it was wide enough for two carriages. This hollow way had formed despite evidence the track-way had been maintained with areas of rutting being repaired. The problems of rutting was especially seen in the deepest two areas and it is likely water would have pooled in both areas causing faster erosion. The deep rutted hollow way was likely to be the reason why this track-way was abandoned and a new one was located. This later track-way did not have any significant hollow ways suggesting that it had probably not been in use for the same length of time as its predecessor. A 'cause way' had been constructed within the extreme eastern part of the site where the routeway crossed the area of former prehistoric channels with the latest track-way shown to be cambered at this point. Repair of many rutting tracks in this cambered surface demonstrate that this later track-way was also being maintained.

There were three very small beam slot buildings adjacent to the 'main' two track-ways on their southern side. They seemed to be deliberately positioned at areas where there had been most rutting and may have been barns where carts stopped to load and/or unload goods or were perhaps used as temporary shelters for travelling herdsmen. Two of the buildings were next to each other suggesting possible continuity over a period of time.

The extensive investigation shows the process of development and management of the track during the Roman period and contributes to our understanding of rural routes in the region.

1 INTRODUCTION

1.1 Location and scope of work

1.1.1 In September 2012 Oxford Archaeology (OA) began a programme of archaeological mitigation on behalf of Omya UK Ltd in advance of the extension of the existing chalk quarry at Station Quarry, Steeple Morden, Cambridgeshire. The first phase of the mitigation was an excavation centred at NGR TL 3078 3939 (Figs. 1 and 2).

1.1.2 This excavation forms part of significant archaeological works that have taken place across the development area and within the existing quarry since 2002. The preceding works have been published and comprised as follows:

- Aerial photographic assessment (CgMs; Cox 2002)
- Fieldwalking and trenched evaluation (OA 2002)
- Environmental Impact Assessment (OA; Beamish and Simmonds 2005)
- Fieldwalking and geophysical survey (OA 2006)
- Fieldwalking and a strip map and sample exercise (OA; Piper 2008; Piper and Norton 2009)
- Trenched evaluation (OA; Thacker 2008)

1.1.3 This most recent excavation was undertaken in accordance with a Project Design and Specification prepared by Oxford Archaeology (January 2012). This document sets out the detailed methodological approach for the archaeological mitigation of the stripping of the eastern part of the chalk quarry.

1.1.4 The work was designed to mitigate the impact of the development in accordance with the guidelines set out in *National Planning Policy Framework* (Department for Communities and Local Government March 2012). The purpose of the mitigation was to compensate for the destruction of significant archaeology through excavation, recording, assessment and publication; furthering knowledge and understanding of past landscapes and human interaction with the environment. Specifically the work was designed to target and investigate a track-way (known as The "Avenell" Way) and associated buildings identified during previous investigations.

1.2 Geology and topography

1.2.1 The site lies on solid geology comprising Cretaceous White chalk without flints (British Geological Survey (BGS) 1976). This survey classified it as Middle Chalk which overlies Lower grey chalk. The site is situated on the northern slopes of Gallows Hill, immediately north of the Hertfordshire border. A dry river valley comprising several relict channels ran north to south across the eastern end of the excavation area. Cropmarks identified on air photographs suggest further channels lay directly to the east of the site (Fig. 14). Stripping of topsoil revealed the majority of the excavation area was comprised of chalk with some sand patches (the latter was more prevalent on the lower areas). The relict channels consisted of sand and silts.

1.2.2 The excavation area followed a broad south-west to north-east orientation within a gently undulating landscape. The ground level at the south-western edge of excavation was 73.258m OD with the land sloping down north-eastwards towards the dry river valley at 62.438m OD.

1.3 Archaeological and historical background

1.3.1 In order to attempt to put the excavation and more particularly the track-way (“Avenell” Way) into a wider context a comprehensive search of the Cambridgeshire and Hertfordshire Historic Environment Record (CHER and HHER) within a 2km x 12km corridor centred on the postulated route of the “Avenell Way” was undertaken. The results of the search are presented below, in Figs 6-9 and in Appendix B.

The “Avenell” Way

1.3.2 The investigations within the quarry found and subsequently focussed on a stretch of track-way, manifesting as a hollow way along this section. Although observed and recorded previously (Cox 2002), it was first recognised as a track in 2004 by Martyn Barber of English Heritage's Aerial Survey section and he forwarded this information to Dr Sue Oosthuizen (Hurst 2009, 2). Valory Hurst subsequently traced the track from Odsey to Meldreth (using maps, historic records and aerial photographs), a distance of approximately 12km (CHER MCB 19147). In the course of her research Hurst proposed that the track could be the “Avenell Way”. This name was recorded for part of the track-way which survived on the 1803 Abington Pigotts Estate Map in Litlington parish, a few kilometers to the north-east of the site (Hurst 2009, 3). This trackway was along the line of a headland named after this track and was south of Avenue Hill Furlong in the Litlington medieval field system. The name may have derived from pre-medieval times as the co-axial arable fields systems are known from the Iron Age in East Anglia (Williamson 1987, 425 and 428-9). Whether the whole track-way was called "Avenell" Way, or only this part and from what period the name derives is therefore uncertain. Her subsequent research has shown that the track may have extended a further 4km east from Meldreth to Foxton Station and may even be traced as far as Trumpington (Cambridge), and it also continued west of Odsey (Valory Hurst *pers comm*). The alignment of the “Avenell” Way is therefore slightly at odds to the Icknield way and its parallel routes and would cross rather than run parallel with them.

1.3.3 Hurst believed that the track may be of Late Iron Age or of Roman origin and as such is recorded in the CHER for this period (see below). Parts of the track are thought to have gone out of use early in the medieval period, for example a section in Meldreth near Chiswick End was incorporated into the field closest to the settlement, presumably when more land for arable was required, *c*. post 11th Century, whilst other sections continued well into the medieval period or even later including at Spring Lane to the west of the site where it is recorded as a wide hollow on the 1804 Hyatt OSD map (Valory Hurst, *pers comm).*

1.3.4 The “Avenell” Way is located close to the Icknield Way (see below) and its (probably) seasonal alternative Ashwell Street.

1.3.5 Whilst both the Icknield Way and Ashwell Street follow a near parallel path on a WSW to ENE orientation, the "Avenell" Way takes a rather more south-west to north-easterly direction. This slight variance in orientation means that the "Avenell" Way appears to join the Icknield Way at Odsey less than 3km kilometres to the south-west of the excavation, although there is some suggestion that it may continue westwards as a separate track, whilst to the north-east it crosses Ashwell Street just to the north of Royston at approximately the same point as it crosses Ermine Street (A10).

The Icknield Way, Ashwell Street and High Street

1.3.6 The site lies close to the route of the Icknield Way, a long distance route from the south-west of England to East Anglia. The Icknield Way may date from the Neolithic

period and stretch from the Wessex Downs (Salisbury or even Exeter) whilst its extent in East Anglia is variously argued to be; Icklingham in Suffolk, Caistor-by-Norwich, Yarmouth or Hunstanton in Norfolk. It is believed the route way was associated with trade, exchange and long distance communication (*e.g.* Wright 1971, 12) and may have been used for the movement of cattle, sheep or other livestock as well as goods. It is thought to be prehistoric in origin although there is much discussion regarding it's date, exact route and indeed whether it would ever have been known by a single name or was even a single track (eg Harrison 2003). In Cambridgeshire the broadly parallel routes of Ashwell Street (or Street Way), and High Street less than 2km to the north (Taylor 1997) may have been seasonal alternatives to the Icknield Way. Much of its route in Norfolk is thought to have been made or modified by the Romans (Davies 2002, 171).

1.3.7 During the Roman period the Icknield Way is believed to have been straightened and metalled

1.3.8 In the 12th century Henry of Huntingdon described the Icknield Way as extending across the width of the kingdom; one of four highways (Ermine Street, Fosse Way, Watling Street and Icknield Way) that had been constructed by royal authority and under the protection of the Leges Edwardi Confessoris. Also writing in the 12th century, Geoffrey of Monmouth embellished the story with claims that the legendary 5th century King of Briton, Belinus, had made improvements to the four roads (Harrison 2003, 1-22).

1.3.9 In the mid 13th century the Scema Britannie by Matthew Paris showed the Icknield Way running in a straight line from Salisbury to Bury St Edmunds (Coton 1984).

1.3.10 The Icknield Way once formed part of the boundary between Hertfordshire and Cambridgeshire, running through Royston (approximately 5km east of the site) where it crosses Ermine Street (now the A10 to the south of Royston and the A1198 to the north).

Neolithic and Bronze Age

1.3.11 A comprehensive search of the Cambridgeshire and Hertfordshire Historic Environment Record (CHER and HHER) within a 2km x 12km corridor centred on the postulated route of the “Avenell Way” showed that there are currently 42 records relating to the Neolithic and/or Bronze Age periods (34 for Cambridgeshire and eight for Hertfordshire; Fig. 6; Table 5). In addition, eight tumulii and two long barrows are recorded on Ordnance Survey maps, not all of which appeared in the HER records.

1.3.12 Neolithic monuments include a Long Barrow 3km to the east of the excavation (HHER 1629), and three Neolithic axes (CHERs 03070, 03090 and 03426), found between 3km and 11km to the north-east of the site. Three possible Neolithic/Bronze Age settlements include a postulated lake dwelling at Shepreth (CHER 03291), 12km to the north-east, whilst the other two (CHER 18554; 6km to the north-east and HHER 145; 3km to the east of the site) were probably short term seasonal settlements since only a small quantity of Late Neolithic or Early Bronze Age pottery was recovered from tree throws. and topsoil. Neolithic/Bronze Age artefacts have been recorded at six other locations (CHERs 08764, 08777, 09613, 09849A, 10317A and 10338) between 9km and 12km to the north-east of the site.

1.3.13 The vast majority of the recorded finds and monuments probably date to the Bronze Age and were likely to have had a funerary or ritual purpose. A few are located relatively near to the site and include a Bell Barrow mound located directly to the south

of the site, 50m beyond the field boundary (SM 24419; CHER 03067). A probable barrow, c.0.5km to the west, was recorded as a cropmark on aerial photographs, but has now been removed by quarrying (CHER 15316). An undated ring ditch was excavated in 1988, 1km to the west CHER 08876; Taylor 1997, 100). It was shown to be 19m in diameter with a shallow ditch (0.25m deep). It is possible that CHER references 15316 and 08876 are the same site (Andy Thomas *pers. comm.*). He states, "as far as I can tell field to the north of the station has not been quarried and the location in the quarry would fit with the record."

1.3.14 Three or four ring ditches (CHER 09448) are located 1km to the north-east, and three others within 1km to the north-west of the site (CHER 05276, 05277 and 09450). An oval enclosure was recorded 1km to the south-east (CHER 09447). Between 1km and 2km to the west and north-west (CHERs 05443, 05278, 06214, 06216 and 06217) there were further barrows. Ring ditches were numerous in Steeple Morden parish; Taylor recording that there were at least 30 (1997, 100).

1.3.15 Two kilometers to the north-east in Littlington parish four ring ditches were recorded adjacent to Avenell Way (CHER 09458), Further away c.3km and c.4km to the north-east of the site, ring ditches (CHERs 03353a, 09002 and 03445) survive as earth works directly to the north and south of the Avenell Way. A large number of probable barrows are located to the south and east of the site including a disc barrow 2km to the east (HHER 1731) and 48 ring ditches at 5 locations to the south-west, south and east of the site (HHERs 6192, 6387, 6415, 6446 and 13544), including the barrow cemetery at Therfield Heath near Royston, one of the best preserved group of barrows in the East of England.

1.3.16 Sites dating to the Bronze Age that were not directly funerary or ritual include a probable Bronze Smithing site c.5km to the north-east (CHER 03083) and a Late Bronze Age hoard (CHER 03117) of 60+ items from axes to swords were deposited 10km to the north-east, this may have been a Bronze Smiths cache. Isolated finds to the north-east of the site include a bronze rapier 5.5km away (CHER 1149A) and a flint arrow head 9km distant (CHER 08190).

Iron Age (Fig. 7; Table 6)

1.3.17 A comprehensive search of the Cambridgeshire and Hertfordshire Historic Environment Record (CHER and HHER) within a 2km x 12km corridor centred on the postulated route of the “Avenell Way” showed that there are currently 16 records relating to the Iron Age period. They show that the site lies within an area that was densely populated in the Iron Age, with large complexes of ditches forming field systems among which were scattered small farming settlements, along with three possible hill forts and major linear features possibly built for defence, to control trade or as boundary markers. .

1.3.18 Mile Ditches, a possibly defensive ditch system is located 2km to the east of the site (SM 1006787; CHER 03353; HHER 2207) and crosses the Cambridgeshire/ Hertfordshire border. It consists of up to three crudely cut ditches running NNE-SSW for more than 2km from Therfield Heath near Royston to Bassingbourn spring head. It is likely that Mile Ditches extended further northwards where it became two ditches (Valory Hurst, *pers comm)*. A radiocarbon date for a horse mandible placed in the base of the western ditch gave a date of 2040 ± 80 BP (HAR-3485 (Jan 1980)), placing the construction of the monument in the later Iron Age (Burleigh 1980; Burleigh 2007). It has been suggested that the purpose of the monument was to control the Icknield Way which lies towards the southern end of the Mile Ditches.

1.3.19 Travelling north-eastwards along the line of the Icknield Way are several other ditched and banked features on the same alignment as the Mile Ditches but thought to be e later in date. They are Bran ditch, Fleam Dyke, and the furthest east and largest is Devil's Ditch or Dyke. They may all have served a similar purpose, that is the control of trade and movement of goods from west to east (they all have their “defensive side” facing towards the west. The purpose of the earthworks is most often cited as defensive, however, possibly constructed during turbulent times after the departure of the Romans (Malim *et al* 1997).

1.3.20 Two further boundary features (HHERs 7898 and 7892), both located *c*.3km to the south-west, may respect "Avenell" Way at/near to the junction of Icknield Way but this is uncertain and Valory Hurst thinks they probably didn't (*pers comm*). The former is a cropmark comprising three parallel ditches running perpendicular a little distance to the north of "Avenell" Way (and Icknield Way), being aligned NW/SE for a c.210m distance. The latter were cropmarks of a probable pit alignment seen over a *c*.30m distance.

1.3.21 Three possible hill forts survive as cropmarks (CHERs 05279, 03293a and 03241), only one of which has been subject to excavation (CHER 03293a). In 1937 JGD Clark excavated a trench through its double ring ditch which was found to be very inconsequential in size and lacking any associated finds, perhaps suggesting the site was no more than a marking out ditch for an intended Iron Age hill fort (Clark 1939). All three possible hill forts are within 4km of the site (2km to the west, 2.5km and 4km to the north-east respectively).

1.3.22 Up to six Iron Age settlements have been found within the search area. The nearest settlement was a probable Iron Age enclosure partly excavated by Gill Burleigh in 1977, *c.*300m south of the site, near Lower Coombe Farm, in advance of construction of a second carriageway for the A505 Baldock Road (HHER 1029). The site is visible as a cropmark. It appears to be an almost square enclosure lying directly to the south of the Icknield Way. A high status settlement that in the Roman period became a Villa was found at Litlington, c.3km to the north-east during an evaluation. The evident wealth displayed in the Iron Age included artefacts that suggested continental trade links, (see below; Robinson *et al* 1995; CHER 11752). An Iron Age settlement and probable associated track or droveway aligned north-east to south-west was uncovered in an evaluation and subsequent excavation *c*.5km to the north-east (Muldowney 2006; Phillips 2008a and b; CHER 17408). The track-way did not appear to be metalled but was identified by two sets of flanking ditches 13m and 26.5m apart and was thought to be a track between fields or enclosures rather than a major routeway. It may also have joined a major routeway such as Ashwell Street less than 1km to the south (Phillips 2008b, fig. 1). The extent of the track is uncertain but it was at least 200m long (as seen in the excavation and detected by geophysical survey) and continued in both directions beyond that. An undated cropmark enclosure has been recorded *c*.10km to the north-east which may date from the Iron Age or possibly the Roman period (CHER 17851). Another settlement is located, *c*.3km to the east (HHERs 145 and 4446).

1.3.23 Surprisingly only a few chance finds dated as Iron Age have been recorded; a bronze object 2km to the west (CHER 02268A), *c*.10km to the north-east a coin (CHER 03167), pottery sherds (CHER 03221), and pottery sherds found with a spindle whorl (CHER 08764A)).

Roman

1.3.24 A Roman burial mound lies c 650m east of the site, and crop marks are thought to represent Roman enclosures.

1.3.25 A ditch and bank earthwork (hollow way) runs through the centre of the site, and was excavated during the strip map and sample exercise and 2008 evaluation (Piper 2008, Norton and Piper 2009). The ditch was shown to be flat bottomed and 7.4m wide and up to 0.9m deep. The ditch contained pottery dating to the Roman and early medieval periods. The remains of two similarly dated structures were recorded, each represented by parallel beam slots up to 5m long, 0.8m wide and up to 0.5m deep.

1.3.26 There are 45 records associated with Roman finds or activity in the Cambridgeshire and Hertfordshire Historic Environment Records. This is nearly three times as many records as those dating to the Iron Age (Fig. 8; Table 7), possibly showing an increase in the local population, or perhaps more likely, that Roman settlements and finds are easier to spot.

1.3.27 Extensive cropmarks possibly representing an Iron Age to Roman Settlement (National Monuments Record 1395394; Hurst 2009, fig. 5; Google earth accessed 23/10/12) are located c.4km to the north-east of the site (Fig. 14;).

1.3.28 Field observations, stray finds and cropmarks at Slip Inn Hill Guilden Morden (TL 288 374; CHERs 02266, 05280; HHERs 242, 406, 1321, 15727) may represent another Roman settlement (or possibly two settlements) and associated burial grounds. Finds include coin moulds and a pottery vessel (HHER 406 and CHER 02266) found in an area of cropmark enclosures and linear ditches (HHER 15727) with further cropmarks directly to the north (CHER 05280; Palmer 1983). A burial ground comprising both inhumations and cremations (HHER 1321) lay adjacent to the postulated locations of Icknield Way/"Avenell" Way, *c*.2.5km to the south-east of the site. An unspecified number of inhumations were discovered in 1824, more burials were found during construction work in 1968 (cremations dating to the 2nd century) and in 1991 a pipeline uncovered a further 52 cremations and 10 inhumations. The total number of burials found suggests a significant settlement cemetery that must have serviced a large population in the vicinity. A short distance to the north-east a cemetery within a rectangular enclosure (HHER 242) was partly destroyed during the construction of a railway.

1.3.29 At least 14 other probable Roman settlements are located in the search area, one of which may appears to have been founded in the Iron Age (CHER 17851). A number of these seites have been subject to archaeological investigation including a ditch and bank (CHER 02268; Fordham 1903); a shallow ditch (CHER 08777A) which contained a significant quantity of unabraded pottery; part of a Roman field system (CHER 18536); two parallel ditches (HHER 12143), coins and pottery (HHER 1489) from the same site; and a group of ditches, one of which contained a small quantity of Roman pottery (HHER 13761).

1.3.30 Other possible settlements are suggested by the presence of significant quantities of Roman artefacts: Scatters of Roman pottery and other finds have been found *c*.4.5km and 9km to the north-east of the site (CHER 03089, CHER 03248). Metal detecting of two adjacent sites *c*.11km to the north-east found many artefacts suggesting the presence of a settlement here (CHERs 10224, 10317). Cropmarks recorded on aerial photographs imply there were two further settlement sites, *c*.5km to the north-east (CHER 19213), and enclosures were located adjacent to a Roman barrow at Limlow Hill (CHER 03293), 3km to the north-east. An antiquarian observation suggesting the presence of a fort (HHER 4196), 4km to the east, may in reality have been a settlement.

1.3.31 A wealthy Roman villa at Litlington with associated burial ground and artefacts, *c*.3km to the north-east has been noted and investigated since the early 19th century (CHERs 03186, 11752, 17646, 19306 and 19307; Robinson *et al* 1995; Wessex Archaeology 2010).

1.3.32 In addition to the cemeteries at Slip Inn Hill (above) there are a number of other possible cemetery sites in the search area. A single cremation and three adult and two infant inhumations (CHER 02714A) were excavated 2km to the west of the site and may have been outliers of a cemetery excavated in the 1920s and 1930s (N Herts 1993). A mixed cremation and inhumation cemetery within a walled enclosure (CHER 03262) was found in 1821, 2.5km to the north-east. A cemetery and earthwork (CHER 03197) was recorded in the 19th century, *c*.11km to the north-east. There were two possible barrow burials found in the 19th century, both c.0.5km to the north of "Avenell" Way, *c*.6km apart. The western one (CHER 03293) was found in the 19th century at Limlow Hill, 3km to the north-east of the site. The second barrow (CHER 03167), *c*.9km to the north-east, was recorded in 1816 when Mettle Hill was lowered in height. It is possible that a stone coffin (CHER 03060B) within the churchyard at Meldreth, *c*.11km to the north-east, may have originally come from the site Mettle Hill site.

1.3.33 Stray artefacts have been found at several locations, some may be associated with settlements and have already been described (above) but the significance of others is uncertain. They comprise: A Roman coin 1.5km to the west (CHER 02264); three Roman bracelets, *c*.4km to the north-east (CHER 03088); a bronze statue of Diana , *c*.5km to the north-east (CHER 03123); a Roman coin, 2.5km to the north (CHER 03250) ; a coin, c.5.5km to the north-east (CHER 15964); some Roman pottery sherds were found during field walking on the A10 bypass route, *c*.10km to the north-east (CHER 08764B); an unspecified number of Roman finds were recovered by metal detecting, *c*.5km to the north-east (CHER 11494); a possible ditch (CHER 16293) was found c.11km to the north-east, but the uncertainty of this record means its significance is unknown and so has been included as a 'findspot'; Romano-British pottery was found 2km to the south scattered in patches (HHER 1244); a fair scattering of Roman pottery and six coins (HHER 6061) were recovered 2.5km to the north-east.

1.3.34 During the Roman period the Icknield Way is believed to have been straightened and metalled (HHERs 4629; 4630 and 4631). Roman Ermine Street (CHER 15034; HHER 4193) crossed "Avenell" way *c*.6km to north-east but at this point, unlike Ashwell Street, they were not perpendicular to each other.

Anglo-Saxon

1.3.35 Thirteen Anglo-Saxon find spots and sites are recorded in the Historic Environment Record (Fig. 9; Table 9). Some of the sites date to the Early/Middle Saxon period although the majority were Late Saxon.

1.3.36 One possible Anglo-Saxon burial site was uncovered near Ashwell and Morden railway station, *c.* 900m south-west of the site, where an Anglo-Saxon fibulae and bead were found by Sir Cyril Fox in 1923 (CHER 02265).

1.3.37 Two Early/Middle Saxon structures (Sunken Featured Buildings) were found 2km to the east of the site during monitoring work for a gas pipe line (CHER 02714B).

1.3.38 Another Early/Middle Saxon burial ground and associated settlement is postulated 5.5km to the north-east of the site. An Early/Middle Saxon brooch found by metal detecting (CHER 11494B) may be evidence for a cemetery, whilst directly to the east of this ditches and possible structures have been excavated (CHER 15039).

1.3.39 An Early/Middle Saxon settlement (SFB and a pit) was found during excavation 5km to the north-east (CHER 18142). Two Saxon burials *c*.3km to the east were found as secondary internments in adjacent ancient barrows (HHERs 1630 and 1632) and brooch and buckle (HHER 1739) found nearby may derive from another. A Middle Saxon settlement and probable Late Saxon or medieval burials were found during excavation at Litlington, 4km to the north-east (CHER 15696).

1.3.40 Chance finds of artefacts dating to the Middle and Late Saxon periods include a silver penny dated AD 805 (CHER 03379) and Saxo-Norman pottery (CHER 08764C) both found *c*.10km to the north-east. Late Saxon pottery has been found in two locations *c*.11km and *c*.12km to the north-east (CHERs 01275A and 19435).

Medieval and Post-Medieval

1.3.41 Steeple Morden was in the Armingford Hundred and its manor was recorded in 1015 as being left to Winchester Cathedral by King Ethelred's eldest son (Wright 1985, 112). The Domesday book confirmed the manor was owned by Winchester Cathedral (*ibid,* 112). Around AD 1130 the manor was split with the main manor Cheyneys and taken by the de Broke family and the second manor Brewis passing various hands to Philip Yorke, first Earl of Hardwicke in 1754 (who also owned the Wimpole Estate). The Hardwicke family continued buying land in Steeple Morden until 1805. The 1817 Inclosure Award and map of the parish shows the site was on land owned by the Earl of Hardwicke (CRO Q/RDc28; not illustrated) and it is likely therefore to have been part of the Brewis manor. Lord Clifden, who acquired the Wimpole Estate in 1891, sold most of the Steeple Morden estate to farmers such as 900 acres to John Inns of Morden Heath farm *c*.1898 and to John Jarman two farms comprising 535 acres.

1.3.42 The site is likely to have been heathland until enclosure during the early 19th century. The site of a former barn complex and cropmarks indicating a former shelter belt and associated ditches, first shown on the 1834 OS map (not illustrated) lie within the site. Post-medieval ditches and features possibly associated with a 1940s airstrip were revealed during works to the west (OA 2002; Norton and Piper 2009).

Previous archaeological investigations within Station Quarry

1.3.43 A photographic assessment of the area around Station Quarry (Cox 2002) identified a linear landscape feature crossing the quarry for a distance of over 1.1km and interpreted as a medieval headland, land division or woodland boundary (Fig. 3; CHER 09449; Cox 2002). This feature was later identified as part of a much longer track way by Martyn Barber, English Heritage Aerial Survey Section (Hurst 2009, 2) and eventually given the name “Avenell Way” (Hurst 2009, 3). Other cropmarks within the site included possible pit like features and sparse ditches as well as a possible eroded Bronze Age barrow. In the near vicinity four possible round barrows were identified to the north-west of the quarry and a further two directly to the south (Fig. 3).

1.3.44 Subsequent field walking of the westernmost area found a scatter of artefacts including a flint blade of possible Mesolithic origin, an undiagnostic flint flake, a single pottery sherd of indeterminate date (possibly Roman), and a spread of modern pottery and ceramic building material (OA 2002, 9). Trial trenching of this area found the track way, a post-medieval headland and a ditch of the same period (OA 2002).

1.3.45 An environmental impact assessment report (Beamish and Simmonds 2005) collated information on archaeological sites and monuments, historic buildings and historic landscape with 1km of the proposed extension eastwards of the quarry. This report identified seven archaeological features within/adjacent to the site including a

Scheduled Ancient Monument 50m to the south and one Grade II listed building. A further 56 sites were identified within the surrounding 1km study area.

1.3.46 In 2006 further field walking and geophysical survey of two additional areas (overlapping with the latest excavation area) was undertaken (Figs. 4 and 5; OA 2006). No significant find spots were noted during the field walking which produced 16 worked flints, five Roman pottery sherds, a possible ceramic tile, and post-medieval artefacts in no particular concentrations (OA 2006, 8-9). The geophysics recorded the two main track-ways, some pit like features and sparse ditches as well as areas of strong magnetic anomalies (Fig. 5).

1.3.47 An area directly to the west of the present excavation, was in 2007 subjected to a strip map and sample investigation (Piper 2008; Piper and Norton 2009). This work found three significant structures; a hollow way (the track-way identified previously) and two buildings, as well as modern (19th century) features comprising small ditches, a foundation trench and a pit, large numbers of possible tree throws and solution hollows were also present (Fig. 10).

1.3.48 The track-way was dated to the late Saxon or medieval period (Piper and Norton 2009). In the excavation it was present as a hollow way; 65m long, extending beyond the stripped area in both directions. Seven slots were excavated across it showing it to be up to 7.4m wide sloping sides to a broad, flat base. It's depth was inconsistent with a maximum of 0.9m and a minimum of a few centimetres to negligible where it was thought to break for a short distance (Fig. 10). Parallel linear cuts, approximately 1.5m apart were recorded at the base of the feature and interpreted as wheel-ruts (Piper and Norton 2009, 76). The basal fills of the hollow way were thought to have been the result of natural silting and were dated as late Saxon or Medieval by the presence of two shelly ware pottery sherds originally though to be 10th to 13th century in date (the latter have since been re-examined and are actually Roman (Wadeson Section C.3). A Roman tile fragment and five Roman pottery sherds were also found but thought to be residual. A chalk rich sandy silt layer above the clean silt was thought to represent the levelling of the hollow way's associated banks from which a shell tempered medieval pottery sherd (since re-dated as Roman), a medieval iron knife blade and an unidentified iron object were recovered (Piper 2008, 6). The top of the upper deposit of the hollow way contained a large number of modern finds and these were interpreted as artefacts that had been pushed into the layer by the plough in recent times (Piper 2008, 6; Piper and Norton 2009, 73).

1.3.49 Two buildings (**124** and **155**) were tentatively dated as Late Saxon to medieval although the possibility they were Roman was also postulated (Piper 2008, 7; Figs. 10 and 13). Both buildings used beam slots in their construction. Building **124** was approximately 5.8m away from the hollow way and was parallel with it. It comprised two parallel, vertically sided, flat bottomed trenches approximately 3.7m apart with the longest up to 4.5m in length, 0.64m wide and 0.34m deep. Alongside the Roman pottery were two sherds of medieval shell tempered pottery (since re-examined and re-attributed as Roman). The second building (**155**) was 120m from and aligned perpendicular to building **124** and the hollow way. It comprised two parallel trenches set 3m apart with the trenches surviving up to 3.3m long, 0.4m wide and 0.18m deep and eight sherds of Roman pottery (Fig. 13). The two buildings were interpreted as being non-domestic in origin, were though to be solidly built but were of unknown type (Piper 2008, 7).

1.3.50 In 2008 the c.23 hectare field, in which the present excavation area lies, was evaluated by 77 trenches targeted on the 2006 geophysical anomalies (Fig. 5; Thacker 2008).

Eight trenches were placed to assess the hollow way, whilst others were targeted over the ditches and other anomalies. The evaluation showed the hollow way to be between 2.5m and 9m wide and 0.2m and 0.74m deep. Parallel linear cuts between 1.4m and 1.6m apart were observed at the base of the hollow way in two trenches and were interpreted as wheel-ruts. Roman pottery (some dating to the 3rd and/or 4th centuries was recovered from the basal fills of two of the hollow way in two locations. An undated beam slot was found perpendicular and close to the hollow way and was interpreted as a possible agricultural/shepherds hut (ibid, 11). A second, narrower and shallower linear feature was observed adjacent to the north of the hollow way and parallel with it. This second "hollow way" appeared to be intermittent and was interpreted as a secondary track, perhaps used when the main track became unpassable (Thacker 2008, 11). . A possible undated stream channel and colluvium deposits were recorded within trenches 58 and 75 on relatively low lying land. Other features comprised a post medieval ditch and drain belonging to a barn.

1.4 Acknowledgements

1.4.1 The Authors would like to thank Omya UK Ltd who commissioned the excavation. Graham Skelham, the Plant manager for all his significant assistance on site including for arranging for metal detection to take place and the use of a crane for photography. Also Gavin Harris who expertly machine excavated the site on behalf of Omya Uk.

1.4.2 Richard Mortimer managed the project for OA East and Aileen Connor edited this report. Thanks are also due to Sally Croft of the Cambridgeshire HER who supplied much useful HER information and Andy Thomas of Cambridgeshire County Council who monitored the archaeological excavation and gave much valuable advise on the local area and the individual project. We are especially grateful to Valory Hurst for the large quantity of information concerning her work on the Avenell Way.

1.4.3 Louise Bush and Gareth Reece surveyed the excavation area. Rob Atkins directed the excavations with Julian Newman, Steven Porter, Andy Greef and Steve Graham assisting.

2 Aims and Methodology

2.1 Aims

2.1.1 The objective of this excavation was to mitigate the impact of the development (quarrying) on the surviving archaeological remains. Since the quarrying will severely impact on the remains a full excavation (preservation by record) was required.

2.1.2 The evaluation identified the presence of the track-ways and associated buildings as of moderate regional importance.

Site-specific objectives

2.1.3 To map the extent of the track-ways and identify any additional associated structures

2.1.4 To attempt to establish a date for the origins and longevity of the track-ways.

2.1.5 To attempt to establish the function of the track-ways

2.1.6 To attempt to estanblish the function of the associated buildings

2.1.7 To place the track-ways in their wider landscape context

2.2 Methodology

2.2.1 The Specification required that the extent of the Roman/medieval track-ways be mapped out and to identify any additional associated structures, but also if possible, to establish an accurate date for the origins of the track-ways (OA 2012) .

2.2.2 Machine excavation was carried out under constant archaeological supervision with a wheeled JCB-type excavator using a toothless ditching bucket within a strip of 30m in width and 575m in length over the line of the known track-ways. Topsoil and other overburden was removed under archaeological supervision to expose the upper surface of the natural subsoil. The archaeological remains identified were investigated by hand excavation. The predominant archaeological features within the site comprised two linear track-ways which extended along the entire length of the site on a south-west to north-east orientation. One metre wide excavation slots were hand excavated at between 10m and 15m intervals along the track. Where individual areas were considered of special interest the excavation slots were extended. The three buildings were completely excavated. A sample of possible pits were 50% sampled but all proved to be tree bowls or solution hollows.

2.2.3 Spoil, exposed surfaces and features were scanned with a metal detector. All metal-detected and hand-collected finds were retained for inspection, other than those which were obviously modern.

2.2.4 All archaeological features and deposits were recorded using OA East's *pro-forma* sheets. The extent of the excavated area, all visible archaeology and spot heights were surveyed and planned using a Leica GPS 1200. All excavated sections were planned and surveyed using the same method. All sections were recorded at appropriate scales, colour digital and monochrome photographs were taken of all relevant features and deposits.

2.2.5 Five bulk samples (1 x 10 Litre and 4 x 30 Litre) were taken, (four from pits and one from the track-way) to test for the presence and potential of micro- and macro-botanical

environmental indicators. One Monolith sample was taken from the potential prehistoric channel running north to south at the eastern end of the site for pollen evidence.

2.2.6 Ground conditions were good despite occasional showers and the trenches were dry.

3 RESULTS

3.1 Site Phasing

3.1.1 Three phases of activity have been identified in the excavation as follows:

Period 1 Prehistoric

Period 2 ?Late Iron Age to Roman

Period 3 Post medieval and modern

3.1.2 In the text, the main features have been given master numbers to aid discussion. A table of the contexts appears in Appendix 1 (Table 4).

3.2 Period 1: Prehistoric

3.2.1 Evidence for prehistoric activity on the site was confined to a series of dried up river channels (paleochannels), and pit-like features interpreted as tree-throws of probable prehistoric date. Three struck flints (one of possible Neolithic date and the others undiagnostic) were found but all were residual in later features

3.2.2 Four former river channels (paleochannels) crossed the excavation at its eastern end (Plate 1) near the bottom of a dry river valley aligned north to south. Despite its low level (61m OD) the field in this area has not been known to flood since recorded observations began (Omya UK Ltd have monitored the land over many years using bore holes including one just to the north-west of the excavation area, at the lowest point in the field). This is unsurprising since the water table at the lowest part of the site averages at approximately 7m and never less than 4m below ground level (Omya engineer, *pers. comm*). There are a number of theories as to how dry river valleys are formed although the most likely is that the valleys were cut during the periglacial phases of the Quaternary period when the ground would have been frozen (permafrost) and the normally permeable chalk would have been made impervious by permafrost, thus allowing meltwaters from ice to flow without carving into it. Today these valleys don't have any rivers because water sinks through the chalk.

3.2.3 Cropmarks recorded on aerial photographs show these channels extended over a distance of more than 150m, the majority beyond the excavation area to the east (Fig. 14). Although the cropmarks show only two wide channels, the excavation showed that these actually comprised many relatively small shallow channels, presumably representing successive streams changing slightly their orientation over a very long period of time.

3.2.4 The four channels in the excavation area had been partially revealed to the south of the site by geophysical survey (Fig. 5) and later evaluation (Thacker 2008). The geophysical survey recorded two weak intermittent meandering north to south anomalies firstly over a c.60m distance from the eastern side of evaluation trench 74, and running through trench 75 (where it was shown to be 4.6m wide and 0.4m deep (Thacker 2008, 23). The geophysical survey then recorded the channels again after a break of *c*.30m over *c*.160m distance starting directly to the east of evaluation trench 59 both meandering through trench 58 (where one channel was 0.2m deep while the other was 3.4m wide and 0.2m deep (*ibid*, 6 and 21) and stopping directly to the west of trench 42.

3.2.5 The four individual channels in the excavation (**241**), (**229**/**243**) and (**225**/**245**) and **248** varied in width from 4.6m (**241**) to 5.35m (**229**/**243**) and in depth from 0.18m to 0.54m.

The sediments within them could not be distinguished and they were largely filled with a mid grey brown silty sand. There was a notable element of degraded organic material within the fills, most probably wood. There was also a small amount of charcoal randomly distributed throughout the fills. One channel fill (251) was the most organic and comprised a dark grey brown red sandy silt. This was the thickes single deposit and a monolith core was taken to test for pollen survival (Fig. 12, S. 18). Subsequent assessment found no identifiable pollen (Sylvia Peglar, Appendix D. 3). The channels were undated but had clearly been truncated by the track-ways (**275, 269** and **270**).

3.2.6 It is likely that some of the tree throws found in the excavation are prehistoric in date. Tree throw (**16**) was cut by Roman track-way (**270**). None of the tree throws contained any dating evidence.

3.3 Period 2: Track-ways ?Late Iron Age/Roman

Introduction

3.3.1 The main purpose of the 2012 excavation was the investigation of a linear feature, interpreted as a track-way, (part of the "Avenell" Way) and observed on aerial photographs as cropmarks and geophysics anomalies where they passed through the proposed chalk quarry works. Stripping of topsoil revealed that the feature appeared as one or two silted up linear depressions or hollow ways within the excavation area. At the south-western end of the stripped area it appeared as a single feature, splitting into two (**269**, **270**) after approximately 50m and continuing as separate features for approximately 400m before merging again into one (Plates 3 and 4). In the section where two features can clearly be seen, they ran adjacent to each other in a south-west to north-easterly direction for approximately 290m, **270** curving away from **269** in a gentle arc, then rejoining it and apparently crossing it after approximately 290m, after which they continued parallel with each other for a further 109m.

3.3.2 The two features were very different in their character; particularly in the area where they appeared as clearly defined and separate from each other. On the surface the fill of **269** appeared as much darker in colour (mid greyish to mid reddish browns) than **270** (very pale greyish white). **270** was sharply defined, narrow, continuous and regular in plan whereas **269** appeared to comprise a series of broad lozenge shaped segments that were poorly defined and diffuse. The two features also differed considerably in depth, **270** was generally shallow, with an average depth of 0.13m and a maximum depth of no more than 0.23m. By contrast **269** had an average depth of 0.39m and was much more variable with a minimum of 0.10m and a maximum of 0.84m. Finds from both features were sparse, and largely comprised small quantities of Roman pottery (45 sherds from **269** and 16 sherds from **270**) that were (with a few exceptions) generally very small and abraded sherds (average sherd weights of 4.2g and 7g respectively).

3.3.3 A third possible track (**275**) was also found, only a short stretch survived at the north-eastern end of the site and it may be an earlier (?Iron Age) ditch rather than a track, since it was on a slightly different alignment.

3.3.4 The phasing of the two main tracks (**269** and **270**) is problematic, the later appears on plan to be **270**, but no sections were excavated that clearly showed this relationship and the junction of the two hollow ways are not described as a single entities as their profile and make up along the c.600m distance varied. The reasons/suggestions for these changes has been analysed by describing the different changes in the hollow ways within the site, and it is for this reason they are recorded separately by the area of change. In addition, there were three slot structures (buildings 1-3) adjacent and

contemporary with the hollow ways. Although more likely to be associated with hollow way **269**, the relationship is by no means clear, the buildings are therefore described after both hollow ways.

Possible Late Iron Age ditch or track-way (275)?

3.3.5 A possible ditch or a track-way (**275**) emerged from the northern baulk of the excavation at the far north-eastern end of the site and ran for 46.67m on a roughly north-east-north to south-west-south orientation continuing into the eastern baulk. It cut the prehistoric stream channels and was aligned broadly parallel to the main LIA/Roman track-ways **269**/**270** (Fig. 2). This feature was excavated in three places (**205**), (**247**) and (**262**), was up to 2.7m wide and was between 0.19m to 0.40m deep (Fig. 12, S. 19). All three excavated slots contained one basic fill of mid grey sand silt mixed with chalk. One slot (**247**) contained a single Late Iron Age pottery sherd (4g).

Hollow way (269)

3.3.6 The earlier of the two main track-ways (hollow way **269**) was thought to traverse the entire length of the excavated area (c.600m distance), although at both the south-western and north-eastern ends it apparently merged with a later track-way (hollow way **270**) and was not distinguished as a separate feature.

3.3.7 This hollow way (**269**) was far from homogeneous throughout its length; it had six distinctly different segments (Table 1) varying from deep lozenge shaped depressions to shallow linear scoops. In places there was no trace of a hollow way at all. Although these breaks may be the result of truncation it is worth considering a functional purpose for their presence. There are therefore two possibilities; that the hollow way resulted entirely from erosion and what remains of it is entirely due to a combination of erosion and truncation resulting in a somewhat haphazard, loosely linear feature or that the breaks and differences in depth and profile were the result of a more purposeful activity.

3.3.8 In an attempt to understand the processes that formed the hollow way, each of the six segments (numbered one to six beginning at the south-western end of the excavation) are described separately before being discussed together (below).

Segment One

3.3.9 Segment one refers to the 65m length of hollow way from the edge of the excavation to a break (at section 40). It is not clear whether the break is deliberate or simply due to less erosion did not cut so deeply here (however it is worth noting that segment two, adjacent was much deeper and broader). This first segment of the hollow way was excavated in five sections (**4**, **2106**, **8**, **14** and **40**). Its profile here was consistent; it had gently sloping sides with a gradual break of slope and a flat base. The width of the hollow way was probably reasonably consistent at between 4m and 5m, with a depth of between 0.12m and 0.30m. However, since the initial 40m merged with hollow way **270** (sections: 4, 2106, 8 and 14) often with barely perceptible changes in fills, these dimensions are necessarily approximations. Certainly the maximum depth of the hollow way for this segment is shallow particularly if compared with segments 3 and 4 (below) possibly because the natural topography here is almost level (73.26m OD to 72.90m) which may have given rise to little erosion (Table 2).

3.3.10 Running alongside the hollow way for 58m on its southern side was a layer of dense loose chalk broadly 1.8m in width but only *c*.0.05m thick. It is unclear whether this chalk was redeposited from elsewhere or whetehr (and perhaps more likely) it was the

result of traffic erosion and can thus be interpreted as part of the hollow way itself. The latter would imply a rather broader track here, of between 6m and 7m wide.

3.3.11 The hollow way had been backfilled in the main with two deposits; a lower fill containing frequent small chalk pieces within in a matrix of orange brown sandy silt and an upper fill of light grey brown sandy silt with a few chalk lumps. The lower fill may be the result of traffic erosion (carts, animals and people) churning and dislodging the natural chalk along the track, the upper fill is more likely to be the result of natural silting after the track had gone out of use. A single Roman pottery sherd and two tile fragments (a possible tegula and one post-medieval) were recovered from the surface of the upper fill (22 and 23), but none of the excavated sections produced any finds.

Segment 2

3.3.12 Segment 2 refers to an apparent gap of 15m in the hollow way, the natural topgraphy continued to almost flat with just a slight fall (from 72.90m to 72.80m OD). In this segment there was no evidence that the hollow way continued, nor any other evidence for a track here. This gap may not be significant other than as an indication that traffic caused no or little erosion that has subsequently been truncated.

Segment 3

3.3.13 The track-way then recommenced on the same alignment as before for a distance of 58.03m with the excavated ground level falling by 0.69m from 72.80m OD to 72.11m OD. Five sections were excavated (**21**, **56**, **2202**, **52** and **72**) along this lozenge shaped stretch. In plan this segment of hollow way narrowed at each end and broadened to about 6.68m in the centre. On the surface it appeared dark in colour, irregular in shape and with diffuse edges. This segment was very shallow at each end (almost negligible at section **21** and only 0.21m at section **72** (close to the north-east end). In the centre it was considerably deeper at 0.56m (**2202** and **52**). Three probable wheel-ruts were noted at the base of section **52** (Fig. 11, S. 2), but were not present or did not survive in any of the other excavated sections along this stretch. As with segment 2 a band of moderately loose chalk lumps (25m long by 2.3m wide) was located on the northern side of the hollow way. It is notable and possibly significant that Building 1 was located where the hollow way was at its deepest, directly to the south of section **2202.**

3.3.14 The fills of the hollow way in segment 3 were largely sterile and consisted of mid brown friable sandy silts containing fragments of chalk in varying quantities. Four episodes of filling could be distinguished in the two deepest sections (**2202** and **52**). Section **52** contained a 0.12m thick primary fill (58) comprised almost entirely of chalk lumps mixed with a little dark creamy white sandy silt, and perhaps indicating erosion by passing traffic (as suggested by wheel-ruts). The overlying fills were probably the result of natural silting; at least three episodes could be distinguished (51, 50 and 49) these were all sandy silts but varied in colour from light grey (lowest) to mid brown at the top, all contained fragments of chalk throughout although the lower and upper had the most frequent inclusions. A single sherd of Roman pottery (19g) and a tiny undiagnostic bone fragment (1g) were recovered respectively from the primary backfill of evaluation trench 22 section **2202** and from section **72**.

Segment 4A

3.3.15 The north-east end of segment 3 appeared to kink slightly northwards and about a metre away from segment 4 creating an apparent break in the hollow way. Once again it is difficult to be certain whether the break was functional or a result of variable erosion/truncation. On plan the position of segment 3 in relation to segment 4 appears purposeful; it is narrow and could therefore potentially restrict or control access.

Segment 4

3.3.16 Segment 4 relates to the next 152m to its junction with hollow way **270** (Fig. 2). There were twelve sections excavated through the track-way in this area of the site (**44**, **61**, **2304**, **89**, **70**, **83**, **115**, **2407**, **110**, **100**, **121** and **125**).

3.3.17 The ground level along this segment fell gradually by 2.96m from 72.11m OD to 69.15m OD (Table 1).

3.3.18 A narrow band (up to 0.94m wide) of loose chalk lumps was noted adjacent to the hollow way on both sides along the entirety of segment 4.

3.3.19 The width of the hollow way varied along this segment from 4.18m to 10.4m and the depth from 0.08m to 0.84m. Although grouped together into a single segment, it is not homogeneous. In plan there is a distinct narrowing and broadening along its length that it is reminiscent of segment 3 and could be interpreted as several lozenge shaped segments merging together.

3.3.20 The stretch through which sections **44**, **61** and **2304** were cut exhibited very different characteristics to the next sections; **44**, **61** and **2304** were all shallow (between 0.22m and 0.46m), thy were between 4.18m and 5.66m wide and the plan shows a slight "waist" just to the north-east of section **2304**, possibly indicating that the hollow way faded out or there was a break here.

3.3.21 By contrast the next few sections **89**, **70**, **83**, were much deeper (0.73m to 0.84m) and wider (7.1m to 10.4m) before once again shallowing towards a slight narrowing or "waist" in plan at sections **115**, **2407** and **110** (0.34m to 0.50m deep by approximately 5m wide).

3.3.22 The final stretch of this segment (sections **100**, **121** and **125**) was both shallow (0.40m to 0.08m) and narrowed to only 2m at its north-eastern end. This may be a result of truncation by hollow way **270** which is thought to cut across **269** here, although both features at this point were very shallow and the relationship is therefore not clear.

3.3.23 Evidence of wheel-ruts was found in several adjacent sections cut across segment 4; **83**, **115**, **2407**, **110**, **100** and **121**. The ruts were all similar, displaying a 'U' shaped profile and a width of 0.08m to 0.18m. Section **115**, displayed a particularly good example with many ruts cutting across the whole of the base of hollow way (Plates 6 and 7). The sheer quantity of ruts here, however, prevented any conclusion as to what size of vehicle may have made them, whereas in Sections **100**, **121** and **2407** (Fig. 11, S.9) the distance between pairs of ruts could be measured and showed widths of 1.40m and 1.70m (Table 2). It is worth noting, and perhaps significant that two buildings (Building 2 and Building 3) were found adjacent to those sections displaying the best evidence for wheel-ruts.

3.3.24 The excavated sections showed evidence for up to five episodes of filling. In common with other segments of hollow way 269, the primary backfill was consistent and composed of mostly chalk fragments in a sandy silt matrix. The overling silts, probably washed into the hollow way after the track went out of use, varied only in slight changes in colour (generally getting darker towards the top of the sequence) and frequency of chalk inclusions. None of the deposits were artefacts rich but most finds were recovered from those sections nearest to Building 3 (**115**, **2407**, **110**, **100** and **121**). In addition to a small assemblage of abraded Roman pottery (29 sherds weighing 73g) there was a fragment from a Roman glass bottle found in section **115**, an iron object, not closely datable was recovered from section **121**, and an undiagnostic struck flint flake. The pottery sherds were from no particular phases of fill - both the primary silting

and the later infilling deposits. They were all very abraded and derived from up to 12 different vessels (See Wadeson, Section C.3). Several of the sherds dated from the 2nd century to 4th century with 12 sherds from a single Nene Valley folded beaker which was made after AD 170.

Segment 5

3.3.25 Segment 5 refers to a 99m length of 269 to the north-east of its junction with **270**, until it merged with 270 at section 156. In this segment the ground level sloped downwards slightly more steeply from 69.16m OD to 66.54m OD (a total of 2.62m), and was the second steepest part of the site (Table 1). The two hollow ways merged briefly (sections 2506 and 130; Fig. 11, S.9) and could not be differentiated, the assumption being that **270** had truncated and totally removed **269** here. In this segment the hollow way was both relatively narrow and shallow. In four sections (**138**, **133**, **144** and **2608**) hollow way 269 was between 2.08m and 5.6m wide and 0.09m and 0.16m deep.

3.3.26 Unsurprisingly, given its shallowness, there were no more that two discernible filling episodes along this segment. However the fills changed subtly with much less chalk and more silt in the lower fills than had been observed along the remainder of the hollow way. The silt, however, was much the same as elsewhere and no artefacts were recovered.

Segment 6

3.3.27 Segment 6 refers to the final 181m of hollow way **269** from the merging of the two hollow ways at section 156 to the edge of the excavation. The ground level sloped more steeply here (from 66.54m to 61.14m) as it neared a group of paleochannels in a dry river valley. The local geology also changed from entirely chalk to an increase in sand and silts amongst the chalk.

3.3.28 Despite extensive excavation, there was no obvious differentiation between the two hollow ways along this stretch, there are several possibilities: that the later feature (**270**) which had been generally shallow throughout its length, can be identified as the latest fill of **269**; that truncation had been more severe here and had removed the shallower feature or alternatively that the later hollow way never continued beyond section **156**, perhaps the need for it being entirely related to activities associated with the buildings to the south-west.

3.3.29 This segment of **269** was investigated in 13 sections (**156**, **172**, **186**, **2706**, **177**, **194**, **197**, **209**, **2005**, **223**, **230**, **260** and **266**).

3.3.30 As with segments 3 and 4, the width of track varied substantially ranging from 4.90m to 10.6m, giving an impression of a series of interconnecting lozenges. Although in places it reached a considerable depth (up to 0.75m) it was inconsistent, for example it was only 0.16m deep in section **156**. (Fig. 12, S. 18 and 19).

3.3.31 The variability of the profile along this stretch may be a result of the variable harness of the geology. Approximately 150m of the hollow way here showed evidence for a pair of wheel-ruts at its base (Table 3). These averaged between 1.4m and *c*.1.6m apart and were generally observed at the centre of the base of the hollow way. In places the wheel-ruts were very large (up to 1.1m wide and 0.48m deep). There were four examples where these ruts were filled in with a hard compact silt sand tempered with small stones and flint (**210**), (**212**), (**221**) and (**222**) in sections **209** and **223** (Table 3; Fig. 12, S.15). These were the largest of the wheel-ruts and had presumably been filled in to allow transport to pass by without getting stuck.

3.3.32 The hollow way here was filled with up to three deposits which comprised a primary fill, a sandy silt deposit with frequent small chalk inclusions. The middle and upper fills consisted of a mid grey brown sand silt or a yellow brown silt with occasional chalk inclusions. Two pottery sherds were recovered including an intrusive medieval sherd and undiagnostic bone fragments from **172**.

3.3.33 Although elsewhere along the hollow way silting appears to have occurred naturally over time, it is possible that efforts were made to fill in and build up the hollow way here in order to allow traffic to pass over what is likely to have been a very wet area at the base of the dry valley where it crossed a group of paleochannels. This "causeway" was clearly constructed after the hollow way had been in use for a considerable period of time, since erosion was quite deep here. The silting in the hollow way may be natural but perhaps more likely the result of attempts to build up and level the track to make it passable with a final hard "metalled" surface.

3.3.34 This "causeway" seems to have begun at or near section **209** around 70m to the west of the eastern edge of the site. The remnants of a hard surface comprising heavily compacted crushed chalk, sand, flint and small gravel pieces (Plate 1) were found overlying the silt fills of the hollow way for much of this segment. At section **230**, for example, hollow way **269** had been largely filled with two deposits of mid grey brown and a mid orange brown sandy silt with some small pieces of chalk, overlying the central area was a hard surface comprising compacted stone up to 0.28m thick and 4.4m wide. At section **266** the surface comprised a hard compacted sand mixed with frequent crushed chalk and flints directly overlying the relict paleochannel (**250**) suggesting a deliberate attempt to create a solid surface over an area of perhaps seasonally, wet ground (Plates 9 and 10).

3.3.35 At the eastern edge of the site (**260**), the surface appeared as noticeably convex in profile, that is it apparently had a (Fig.12 S.19; Plate 11). It was 5.4m wide here and survived to a height of 0.42m but is likely to have been higher before being truncated by modern ploughing. The make up of the surface here comprised a lower deposit (259) 0.2m thick, dark grey brown firm silty sand with occasional small stones whilst the upper deposit (258), 0.22m thick consisted of a very firm compressed light grey/ grey brown sand with very very frequent small stones including flint (Fig.12, S.19). It is not known how much further east the "metalled" track continued for, although it is likely that it continued across at least the rest of the paleochannels lying in the lower ground here. The presence of a camber here raises the question as to whether the entire track was originally constructed in this manner (but has suffered severe truncation) or whether it was specifically confined to this one segment in order to deal with the localised conditions.

3.3.36 Wheel-ruts were recorded cutting the "metalled" surface, (Plate 1; Fig. 2), they were visible for approximately 68m, with up to six parallel tracks in places. The wheel-ruts were all U shaped and between 0.14m and 0.42m in width and 0.08m to 0.26m deep (Fig. 12, Sections 15 and 18). They were filled by a mixture of compacted silt sand and small chalk pieces implying that attempts had been made to keep the surface level by the addition of hard materials as ruts occurred. Eight sherds of pottery (69g) were found in five of the sections (**172**, **194**, **197**, **230** and **260**) comprising seven Roman and one intrusive medieval sherd from **172**. Half the sherds dated from at least the 2nd century with a sherd from **160** being after AD 180. A medieval key (probably intrusive) was found in slot **194** and nine animal bone fragments in five sections (**172**, **186**, **197**, **260** and **270**) of which only two cattle molars could be identified. The distance between the

wheel-ruts was variable from 0.8m to 1.6m apart, the widest distance being the most likely indicator of axle width for carts using the track.

***Hollow Way* 270**

3.3.37 The second hollow way (**270**) is thought to have run for the entire length of the excavated area on a south west to north east orientation broadly parallel with hollow way **269**. It was examined in 39 sections (**31**, **10**, **12**, **37**, **19**, **30**, **47**, **65**, **63**, **2302**, **93**, **78**, **85**, **2409**/**2411**, **123**, **102**, **118**, **127**, **2506**, **130**, **140**, **135**, **142**, **2605**, **149**, **156**, **172**, **186**, **2706**, **177**, **194**, **197**, **209**, **2005**, **223**, **230**, **260** and **266**).

3.3.38 Unlike hollow way **269**, this second, broadly parallel feature was generally very shallow, narrower and more consistent in width. Interestingly it also displayed a sharper outline in plan. Whilst this may suggest a shorter period of use it may equally be the result of a slightly different function, perhaps being specifically for the use of lighter traffic. In order to describe the hollow way fully and to attempt to understand its formation processes the hollow way has been divided into segments to reflect differences along its length.

Segment A

3.3.39 Segment A refers to the section from the start of the south-western edge of the excavation to a break at section **30**, a distance of approximately 93m. It followed a south-west to north-east orientation (Plate 2) broadly parallel with **269**. Six sections were excavated along this segment (**31**, **2106**, **10**, **12**, **37**, **19** and **30**), The width of the track ranged from 1.94m to 3.0m here and the depth was consistently shallow ranging from 0.08m to 0.17m. At the south-western end it was almost impossible to distinguish the two hollow ways, and it is possible that there was only one here, the second only beginning at section **14** where the two features could be clearly seen. In fact from this point **270** gradually curved away from **269** (later curving back to join it). All the excavated sections contained a single fill of pale greyish brown sandy silt with a high concentration of redeposited chalk nodules. No artefacts were retrieved from this segment of the hollow way.

Segment B

3.3.40 There was a break of 29m where the hollow way could not be discerned and over this distance the ground level fell by 0.34m. The assumption is that the track would have continued here, simply not leaving any evidence, either because of truncation or because the erosion of traffic was less. However it is worth considering an alternative explanation, since the gap occurs directly opposite Building 1 and segment 3 of hollow way **269**, it is possible that there is some functional correlation.

Segment C

3.3.41 The track recommenced and continued its slight curve away from **269**, but after some 80m (section **93**) began to curve back towards it perhaps suggesting that it was deliberately avoiding or marking the earlier track. The gentle curve of hollow way **270** coincided with Segments 3 and 4 of hollow way **269**. This section of **269** was extremely irregular in plan, profile and depth, appearing to be a series of lozenge shaped depressions (quite deep in places) several of which showed evidence for wheel-ruts. After a total of 165m it met **269** again, possibly crossing it although the relationship is not clear since both hollow ways were very shallow at this point (Plates 3 and 4).

3.3.42 Twelve sections (**47**, **65**, **63**, **2302**, **93**, **78**, **85**, **2409**/**2411**, **123**, **102**, **118**, **127**) were excavated along this segment of the hollow way to its junction with **269**. The majority of this length of hollow way was very uniform at between 2m and 2.5m wide (with one or

two exceptions) and its depth was between 0.03m and 0.23m. These sections contained a single fill which comprised a high proportion of chalk inclusions as well as relatively small quantities of mid brown sandy silt. Whilst this may represent deliberate deposition to provide a firm surface it is more likely that it represents the gradually eroding natural chalk. In two sections (**118** and **127**) the hollow way had a recorded width of 3.8m (Fig.11; S.9) and 4.5m respectively. This increase in width has partially been exaggerated by the excavation methodology (the excavated sections were not perpendicular to the feature here as it curved back to meet hollow way **269**), but were still somewhat wider here, perhaps due to greater erosion on the bend. A fragment of modern glass fragment was found in the fill of section **118,** presumably an intrusion introduced by recent ploughing.

Segment D

3.3.43 The junction between **269** and **270** was difficult to interpret since both features were very shallow and filled by similar deposits at this point. In plan, however, hollow way **270** appeared as a paler coloured spread overlying the darker fill of **269**, it is thus inferred that **270** (or at least the latest use of **270**) was later than **269**, and that it crossed **269** continuing for 109m, parallel, but to the south of it until another apparent break at section **149.** Seven sections were excavated across **270** along this length (**2506**, **130**, **140**, **135**, **142**, **2605** and **149**). Initially the two hollow ways merged and were difficult to distinguish, they separated to the east of section **130** and from here were between 2m and 3m wide and 0.04m to 0.15m deep. As elsewhere It was filled with a single deposit which contained frequent redeposited chalk pieces within a matrix of pale brown sandy silt.

Segment E

3.3.44 It was not clear that **270** recommenced to the east of the break (at section **149**). The hollow ways apparently merged into a single feature and were recorded under number 269 and continued for 181m to the north-eastern end of the excavation area. It is possible that the upper fill of 269 actually represented the fill of 270 but this is by no means certain. Another possibility is that 270 did not continue at all to the east of section 149. This segment of the hollow way was excavated in thirteen locations (156, 172, 186, 2706, 177, 194, 197, 209, 2005, 223, 230, 260 and 266) which are described under 269 segment 6 above.

Other Features

3.3.45 A shallow ditch (**271**) 44.12m long on a south-west to north-east orientation was located directly to the north, and roughly parallel to the hollow ways **269** and **270** before swinging to meet them at a point where it seemed to terminate. This feature was excavated at three locations (**146**, **151** and **153**), was between 0.95m and 2.05m wide and up to 0.13m in depth. It contained four sherds of Roman pottery and an undiagnostic struck flint flake. The feature may be contemporary with one or both of the hollow ways and may even have been a spur on the hollow way.

The Buildings

3.3.46 A number of probable buildings have been found on the site adjacent to the south side of the earlier hollow way (**269**). Proximity to the earlier hollow way does not necessarily imply contemporaneity, although their orientation, perpendicular to the hollow ways certainly suggests they were associated with one or both. Within the most recent excavation area, evidence for three buildings (1-3) was found in the form of beam slots. Two of the buildings (2 and 3) had pairs of beam slots and the other only one

(Building 1). Two other buildings (each recognised by a pair of beam slots) were found in excavations to the west in 2007 (Figs.10, 12; Buildings 124 and 155) All of the buildings were of a similar size and four were located approximately 10m to the south of hollow way **269**, although building 155 was approximately 100m to the south. All five buildings had similar sized beam slots (Table 1). The three buildings in the 2012 excavation were adjacent to the hollow way at points where it was relatively deep and where wheel-ruts were located, if the two were contemporary then the presence of wheel-ruts may imply carts stopped here to load or unload goods perhaps causing greater erosion at these points. It is also worth noting that building 1 in particular was located at a break in hollow way **270** and what might be interpreted as a filled in break (segment 3) in hollow way **269**. The proximity of these breaks may be significant, perhaps the building marked an entrance into local field systems for example. The purpose of the buildings is considered in the Discussion (below). Buildings **124** and **155** have been described elsewhere (Norton and XXX 2009), the buildings excavated as part of the 2012 season are described below.

Building 1

3.3.47 The most south-westerly of the three buildings comprised a single beam slot (**54**). It was first recognised and partly excavated in 2008 evaluation trench 22 (**2208**). It was located 10.5m to the south of hollow way **269**, and perpendicular to it. The beam slot was 3.2m long, 0.3m wide and 0.19m deep, its sides were steep and its base flat. Its fill (53) comprised a dark grey brown sandy silt with frequent chalk inclusions. The only artefact found was a single intrusive struck flint probably dating to the Neolithic, but this is likely to be residual and therefore not contemporary with the building.

Building 2

3.3.48 Following the hollow way for about about 120m to the north-east of building 1 was a second building comprising a pair of parallel beam slots (building 2; **74** and **76**). These followed the same alignment, that is perpendicular to the hollow way and about 7.5m to the south of it. They had an external width of 5.6m and 4.2m internally (Plate 5). These beam slots were broadly similar in length (2.95m/2.85m), width (0.74m/0.66m) and depth (0.28m/0.23m) (Fig. 11, Sections 4 and 5). The beam slots both had steep sides with flat bases. They contained a single grey brown or red grey brown sand silt fill with some chalk inclusions. Roman pottery was retrieved from both slots with 11 sherds (0.127kg) found in slot **74** including two Hadham sherds dating to after AD 170, and four sherds (38g) from **76**. The pottery was not concentrated in any location within the beam slots.

Building 3

3.3.49 A further 15m north-east of building 2 was another pair of beam slots (building 3; **95** and **97**). The more easterly beam slot was on slightly lower ground and only just survived in the excavation. The beam slots were again aligned in the same way, perpendicular to the hollow way and approximately 7.9m from it. The building had an external width of 5.8m (internally 4.6m), with the beam slot on higher ground (**95**) surviving to a length of 4.5m whilst the other survived only 3m in length. The beam slots shared a similar width (0.62m/0.60m) and the best surviving one was 0.19m deep (Fig.11, Sections 7 and 8). The sides of both beam slots were steep and their bases quite flat. They contained a similar fill which consisted of a mid grey sand silt with moderate quantities of small chalk inclusions. Seven Roman pottery sherds (24g) were found within slot **95** including three sherds of samian from Central Gaul dating after AD 120.

Cut	Building Number	Distance to south of hollow Way 269	External width	Dimensions of individual beam slots			Finds
				length	Width	Depth	
54	Building 1	10.5m	-	3.2m	0.3m	0.19m	1 ?Neolithic flint
74 **76**	Building 2	7.04m 7.60m	5.6m	2.95m 2.85m	0.74m 0.66m	0.28m 0.23m	11 pottery sherds 4 pottery sherds
95 **97**	Building 3	7.90m 9.45m	5.8m	4.50m 3.00m+	0.62m 0.60m	0.19m 0.07m	7 pottery sherds -
111 **119**	Building 124 (2007 contexts 112 and 121)	5.80m	5.3m	4.80m	0.78m	0.46m	1 tile fragment 7 pottery sherds
143 **145** **147**	Building155 (2007 contexts 144, 146, 148 and 150)	120m	3.8m	3.30m	0.40m	0.18m	8 pottery sherds

Table 1: *Dimensions and distance from hollow way **269** of Buildings*

3.4 Period 3: Post Roman

3.4.1 The hollow way was abandoned and seems to have remained largely undisturbed and unused - there was no evidence for ridge and furrow within the site. It is possible that the area was pastoral or even wooded as many undated three throws were found. A series of shallow ditches in the excavation area probably were the remnants of small fields and a track way. These seem to align with landscape features recorded on early maps and are likely to date to the *c.*18th century - immediately pre-enclosure. Other larger ditches were also recorded and these are likely to post-date the enclosure of the area in the early 19th century.

Possible post-medieval field systems and track-way (174, 272, 273, 274 and 199)

3.4.2 A series of small field boundaries and a possible track way covering c.140m distance are thought to be post-medieval in date.

3.4.3 The remains of an inverted 'L' shaped ditch (**174**), possibly the north-eastern corner of an enclosure was aligned south-west for 2.39m before turning at right angles across the former hollow ways in a north-west to south-east orientation for 13.38m. This ditch was up to 1.12m wide and 0.7m deep and contained a single sterile fill of brown sandy silt, with several sherds of Roman pottery (possibly derived from the hollow way. It is notable that this feature was perpendicular to the hollow way and it can not be ruled out that the ditch was in fact earlier and had a function associated with the hollow way. The alignment of this ditch differed subtly from the track way and other possibly later field boundaries.

3.4.4 About 10m to the east of ditch enclosure **174** was the remains of a possible track way at least 60m long and aligned south-west to north-east. The track way was defined by two parallel ditches (**272** and **273**), *c.*5.2m apart. The ditches were up to 0.80m and 0.75m wide and up to 0.22m and 0.32m deep respectively. They had steep sides, a concave base and contained sterile single backfill deposits. The two ditches terminated at roughly the same position on their north-eastern side. There was probably an entrance way into a field at this point, as 4.22m to the east and perpendicular to the former track way **272**/**273**, was undated ditch (**199**) on a north-west to south-east

orientation. Ditch **199** was presumably the eastern boundary of a field, it was 16.02m long, 0.45m wide and 0.12m deep.

3.4.5 A second (unexcavated ditch) ran parallel with and a few metres to the east of 199. This feature formed part of a more extensive and possibly later field system with **274 .** At *c*.65m apart, these continued across the site and were aligned north-west to south-east, they were probably part of large fields, and were recorded by geophysical survey over the entire 400m width of the field, and continuing in both directions beyond it (Fig. 2). The westernmost ditch occurs as a cropmark continuing for a further 100m and turning in a south-western direction for *c*.400m.

3.4.6 The eastern most ditch was present in four trenches in the 2008 evaluation (trenches 8, 41, 72 and 74; Fig. 5) and was up to 1.34m wide and 0.46m deep. It was recorded on the 1834 1" OS map. The westernmost ditch (**274**) was not evaluated in 2008, but was excavated twice within the present excavation. It was originally more than 0.56m wide and up to 0.08m deep and was re-cut on its eastern side by a more substantial ditch, 1.10m wide and 0.50m deep (Fig.11, S.11). This ditch contained three fills comprising sterile sandy silt and redeposited natural chalk .

Undated tree throws

3.4.7 A large number of tree throws were found but apparently formed not coherent patterns. At least one pre-dated the Roman hollow ways (see above) but at least one undated tree throw (**35**) cut the hollow ways. This was 2.5m wide and O.4m deep. None of the other tree throws could be phased. A representative number were sampled, but none contained dating evidence. Excavations to the west also found similar quantities of undated tree throws across their excavation areas (OA 2002; Piper 2008; Norton and Piper 2009).

3.5 Finds Summary

3.5.1 A small assemblage of artefacts was recovered from the 2012 excavations. As with the 2007 excavations most were modern artefacts introduced by recent ploughing and the majority were discarded on site.

3.5.2 The artefacts comprised four Iron and one lead objects with three of these being unstratified and two datable (a medieval fiddle key and a post-medieval horseshoe nail). There were 49 pottery sherds (0.335kg) recovered from the 2012 excavation, of which one was Late Iron Age, 47 Roman and one medieval. Twenty-six Roman sherds (0.146kg)) from the 2007 excavations and 17 Roman sherds (0.049kg)) from the hollow way in the 2008 evaluation have been included in this report. The pottery was very abraded (5.8g average) and comprised mainly Middle Roman pottery although a few Early Roman and Late Roman sherds were found. Most were coarse ware material of utilitarian nature. Two glass bottle fragments (one Roman and one modern) and two tile (a ?tegula and a post-medieval example) were also found.

3.6 Environmental Summary

3.6.1 A very small assemblage of just 10 animal bones (63g) were found. Five samples were taken for the recovery of macro-botanical remains but none were present.

4 Discussion and Conclusions

4.1 The "Avenell Way"

Research Parameters

4.1.1 Archaeological excavations at Station Quarry, Steeple Morden by Oxford Archaeology since 2002 have studied a track-way, The Avenell Way, over a *c.*700m distance and the immediately surrounding area around it. Independent of these excavations, local historians (Valory Hurst and others) recognised this previously unknown track-way from aerial photographs and have been tracing its route, initially over a 12km distance (Hurst 2009). Subsequently, further research has extended this distance, initially to *c.*16km and recently for *c.*25km, probably as far as Trumpington (Cambridge) with the routeway still continuing in both directions beyond this (Valory Hurst, *pers. comm.)*. As part of this present report, data collected from the Cambridgeshire and Hertfordshire Historic Environemnt Records has enabled analysis if a 2km wide corridor centred on the originally identified 12kms of the track way, which has allowed us to put the track-way into its wider context. It is concluded that the evidence suggests that it is extremely likely The Avenell Way linked the Late Iron Age settlements/Roman small towns of Cambridge (*Duroliponte*) and Baldock.

Formation Processes

4.1.2 There were two main hollow ways within the excavation area, the earlier one may have been in use for considerably longer than the second judging by the differences in depth and overall size, although other possibilities are explored (e.g. differences in type of traffic). Hollow ways were formed after sometimes only a short period of regular use; compaction causes poor drainage (even on normally free draining geology such as chalk), standing water then makes the soil within them soft thereby accelerating the rate of formation (Davies 2006, 22). Once formed, however, they could continue to be used over long periods, many country lanes in current usage are ancient hollow ways that are now stabilised by the introduction of tarmac.

4.1.3 It is worth noting that even 'more significant' tracks in the area manifest as hollow ways. For example excavation of a track (possibly the Icknield Way) near Letchworth comprised a hollow way containing wheel-ruts ruts from which a fragment of mid 1st century AD pottery was found (Moss-Eccardt 1988).

4.1.4 Detailed excavation of a 600m section of the hollow ways has provided data that can be used to study what processes were key to the formation of the hollow ways. The two features appear to have performed a similar function (as a track) and are located within a few metres of each other, and yet appear very different in character. The hollow ways were certainly formed via processes of erosion (traffic constantly using the same route will cause erosion that will eventually form a sunken, hollow way). And analysis of the changes in ground level, steepness of slope and severity of erosion as indicated by variable depths of individual segments of the hollow way (Table 2 below) are clearly contributory factors. But other factors may also have played their part such as later truncation, and attempts to stabilise the track during its use, or even the role that the track played locally, was it simply a thoroughfare or were there localised activities that may have caused differential erosion for example. Certainly the earlier hollow way (**269**) in particular was very variable in depth and width suggesting more than one factor at work. Whilst it may be surmised that the local geology and topography must

have influenced their creation, analysis shows that these may not have been the only factors.

4.1.5 Each of the hollow ways was divided into segments to try to determine their defining characteristics. Hollow way **269** was divided in to 6 segments (1 to 6) and hollow way **270** into 5 segments (A to E). The criteria for these divisions being marked changes in physical characteristics. Table 2 below shows the changes in depth of hollow way **269** in relation to the fall in natural ground level as the hollow way proceeded from south-west to north-east towards a dry valley. Whilst there is a general correlation between steepness of slope and depth of hollow way this does not hold true for segment 5 which is generally very shallow and yet has one of the greatest falls in ground level, nor is it particularly true of segment 4, which has the deepest section of hollow way and yet has only a moderate fall in ground level here. The influence of local geology may also be an important factor. The geology is largely chalk for the majority of the track, but turns to soft silts where it meets the paleochannels at the north-eastern end, it might therefore be assumed that soft geology coupled with steeper terrain as the track approached the dry valley would result in the deepest sections occurring in segment 6, but whilst deep, they were not the deepest. Analysis of the hardness of the chalk across the remainder of the corridor was not undertaken but since the adjacent hollow way (**270**) does not seem to have been affected in the same way as **269** we might suppose either that any variation in chalk density was not a significant factor in the formation processes or that the two features performed slightly different functions.

Length of segment	**Total fall in ground level**	**Fall in ground level per metre**	**Max Depth of hollow way**
Segment 1: 65.65m	0.35m	0.0053m (0.35÷ 65.65)	up to 0.3m
Segment 2: 15m	0.1m	0.0066m (0.1÷ 15)	-
Segment 3: 58m	0.69m	0.0119m (0.69 ÷ 58)	up to 0.56m
Segment 4:152m	2.96m	0.0194m (2.96 ÷ 152)	up to 0.84m
Segment 5: 109m	2.62m	0.0240m (2.62 ÷ 109)	up to c.0.12m
*Segment 6: 181m	5.40m	0.0298m (5.4 ÷ 181)	up to 0.75m

Table 2: *Comparison of fall in ground level and the depth of hollow way **269***

4.1.6 Truncation too, must have played a role in the formation of the hollow ways as they appear today, and we should not underestimate the role of ploughing which, particularly in modern times, can have quite dramatic effects on the landscape. It is therefore highly likely that those areas of the hollow way where little or no “hollow” survived may have been severely affected by truncation.

4.1.7 A notable characteristic throughout much of the length of the hollow ways was the presence of a thin deposit of crushed chalk lying on the ground surface between the two hollow way. It seems unlikely that crushed chalk would have been used to “metal” over solid chalk, it is more likely to be the result of initial erosion (and was very similar in character to the basal fill of the hollow ways) implying that the actual width of the track may have extended beyond the surviving hollow ways.

4.1.8 Segments 3 and 4 were particularly notable for a series of elongated lozenge shaped hollows, each hollow deeper towards the wider centre and shallowing to narrow

"waists". This characteristic may simply be the result of softer chalk in these areas, allowing initial erosion by heavy carts that would soon provide weak points and the addition of a little rain which would puddle in the base of the hollows would provide another mechanism to increase erosion. These segments also provided the best evidence for the presence of wheel-ruts, clearly demonstrating a tendency for the wheels of passing traffic to cut into the underlying natural chalk and thus contributing to the overall erosion. The local variations in the natural topography may have been a contributing factor too, since slight depressions within the natural ground level appeared to coincide with the deepest and most heavily rutted sections, in one place as many as eleven wheel-ruts were found running parallel with each other (Plates 6 and 7). It is also worth noting however, that this section of the hollow way coincided with the presence of small buildings, and was clearly avoided by the later hollow way (**270**). It is possible therefore that the increased erosion was a result of increased activity, perhaps associated with the buildings.

4.1.9 This heavily eroded section of hollow way **269** was clearly bypassed by the later hollow way. It is possible that this was simply driven by a need to avoid a heavily rutted, almost impassable section of the hollow way, but it is also possible that the earlier track was still being used for specific activities not directly related to the primary function as a track.

4.1.10 Only one section of the hollow way (where it crossed the dry valley and relict paleochannels) showed any evidence that surfacing had been attempted, and then only after severe erosion and silting had taken place, presumably after many years of use. The geology here comprised sandy silts rather than solid chalk, and the hollow way was deeply eroded, this coupled with the low lying situation that was presumably prone to some flooding (the silty fills of the paleochannels perhaps being less well draining than the surrounding chalk) may have necessitated particular attention.

4.1.11 The hollow way was almost completely silted up before an attempt to surface it was made. It is possible that the silting here was deliberate, although this is not clear. The hard surfacing may also have coincided with the later use of hollow way **270**. The surface was made up of crushed chalk, sand, flint and gravel, all heavily compacted, and in one place the surface even showed as a raised camber. Evidence for wheel-ruts cutting through the surface imply that it could still be eroded by heavy traffic and attempts had clearly been made to fill in the wheel-ruts in order to keep the track open via this "causeway" (Plates 1, 9 and 10). The presence of metalling on one stretch of the track might imply that others would have received similar treatment that has since been destroyed by repeated ploughing. There is no physical evidence for there having been any sort of hard surface elsewhere, however, indeed the fills of both hollow ways where excavated were all remarkably free of hard stones, the lower deposits comprising large quantities of chalk lumps that seem to be more representative of the eroded surface of the chalk rather than a deliberately laid surface.

4.1.12 The practice of 'metalling' along specific lengths of tracks to combat local conditions such as the wet, marshy area where the tracked crossed the paleochannels is by no means unique and has been observed at other locations (Chevallier 1976, 89).

Role and Function of the hollow ways

4.1.13 The most obvious role for the hollow ways was as a means of getting from one place to another by whatever mode of transport was available to the traveller. The type of transport can be surmised from the evidence to a limited degree. At a basic level the two hollow ways would seem to have catered for different types of travel. The earlier

track with its deeply eroded sections and wheel-ruts common in its base would appear to have been used by wheeled traffic, horseback, foot and animals may also have used it, possibly until it became impassable and lighter traffic began to bypass the worst sections creating a second hollow way just to the north, there is no evidence for wheeled transport having used the second hollow way. The size of cart being used can be estimated from measurement of the distance between the wheel-ruts (Table 3 below).

Cut Number	Number of ruts	Location of rut in hollow way	Excavated surface height	OD height at base of hollow way	Gauge
83	2	Either end	70.45m OD	69.78m OD	-
115	11	Throughout	70.06m OD	69.68m OD	-
2407	2	Centre	70.06m OD	69.56m OD	1.40m
110	3	SW quadrant	70.06m OD	69.79-69.94m OD	-
100	2	Ether end	69.75m OD	69.49m OD	1.70m
121	3	Ether end	69.49m OD	69.05m OD	1.40m
172	2	Centre	65.72m OD	65.02m OD	0.80m
2706	2		64.78m OD	64.04m OD	1.50m
177	2	Centre	64.45m OD	63.70m OD	1.50m
197	1	South	63.57m OD	63.06m OD	-
209	2	Centre	63.27m OD	62.65m OD	1.40m
2005	N/A	N/A	62.75m OD	62.17m OD	c.1.60m
223	2	Centre	62.47m OD	62.01m OD	1.40m
266	2	Centre	61.14m OD	60.76m OD	1.00m

Table 3: *Identified wheel-ruts at base of hollow way **269***

4.1.14 In seven of the excavated sections, a distance between the wheel-ruts of 1.40m to 1.50m was recorded (Table 3). This would seem to be broadly consistent with the recorded distance between wheel-ruts found at Pompeii and Herculanium, which were 1.44m apart (Adams 2000). Excavation of Stane Street, near Chichester showed that the Roman road comprised three parallel carriageways 7.5m wide, with wheel-ruts cut into them suggesting carts with a wheel gauge of 1.47m, which is about 5 Roman feet (Davies 2006, 79) had used the road.

4.1.15 It is possible that the width of the two hollow ways was dictated by Roman rules for road dimensions. Romans had a minimum width of a *via*, a single track road suitable for vehicles and pack animals was stated as 2.37m on straight sections, 3.55m around bends although the notional preferred width for a Roman traffic lane was 2.9m with the absolute minimum for a two-way flow being 4.35m (Davies 2006, 111-112). In the earlier track (**269**), the width of the hollow way was at least 2.08m with the vast majority more than 4m wide whereas the later track (**270**) was between 1.94m and 5.7m wide. In both cases the narrowest points coincided with shallowest depths and truncation may have obscured the actual width. Over all, the majority of the later track was less than 4m wide, perhaps signifying that the route was largely used a single track or perhaps that it was largely used by foot, hose-back and animals.

Landscape around the hollow ways

4.1.16 The Avenell way is believed to run from Odsey to Foxton (c.16km) and probably beyond. The natural geology for the majority of this corridor comprises natural Chalk Rock (white chalk without flints) and Melbourn Rock (grey chalk), only venturing on 1st, 2nd Terrace Gravels and alluvium at the far north-eastern end between Shepreth and Foxton (BGS 1976). The chalk is a relatively hard natural foundation, which would not have needed additional metalling in good weather and moderate traffic, although as we have seen was not able to support prolonged heavy usage.

4.1.17 The local landscape through which the track passed is likely to have been dry, open grassland, and snails from the site are consistent with this type of "chalk downland" environment (Piper and Norton 2009, 73). It is therefore likely that the landscape through which the Avenell Way passed had already been cleared of trees and shrubs. The route of the Avenell Way would have been reasonably easy to use, with gentle gradients; in the excavated section, for example, the overall gradient was no more than 1:30; - although the Romans did not seem to have worried too much unless gradients greater than 1 in 6 were encountered (Davies 2006, 107). Overall, steepness was not much of an issue as the Romans designed their roads for heavy traffic, which would only move at walking speed even on the flat and at this slow pace even on steep slopes carts could be controlled (*ibid*, 107).

Date of the hollow ways

4.1.18 The date when the "Avenell" Way first came into use is somewhat difficult to determine. Based on current evidence it would seem unlikely to have been in use much before the Roman period with a Late Iron Age date being a possibility. The only evidence for prehistoric activity in the near vicinity of the track is a very small number (24) of worked flints, most of which were found widely scattered during field walking (Fig. 4) with only a single undiagnostic struck flint found on the Avenell Way itself despite extensive excavation.

4.1.19 A study of the distribution of archaeological finds and monuments (from the CHER and HHER) along the corridor of the track from Odsey to Foxton (a total of 16km) revealed no obvious co-relation between the route and most of the prehistoric evidence (Fig. 6). The HER search shows that there was substantial evidence for Neolithic and Bronze Age activity, largely in the form of barrows, within this high area showing that this location was seen as important to bury the dead - but not in any specific place, indeed numerous other barrows have been recorded just outside the search area. In addition the alignment of The "Avenell" Way is quite distinct from other better known tracks of likely prehistoric date such as the Icknield Way and its seasonal alternatives (such as Ashwell Street and High Street). It is likely the "Avenell" Way may diverge from the Icknield Way at Odsey before proceeding north-east, crossing the other tracks on its way to Foxton. Suggesting that the "Avenell" Way was not part of the same network as the Icknield Way tracks but instead was heading for a different possibly more recent (? Roman) destination.

4.1.20 A study of monuments and artefacts of Late Iron Age date along the "Avenell" Way corridor tells a slightly different story. Three Late Iron Age sites may respect the "Avenell" Way, the most convincing of these is Mile Ditches (Scheduled Monument 1006787; CHER 03353; HHER 2207; Fig. 7), a *c*.3km long triple ditched earthwork, constructed in the Late Iron Age across the Icknield Way and related tracks. The monument is aligned nearly perpendicular to the "Avenell" Way. The role of Mile Ditches is uncertain - it is similar to earlier linear earthworks which straddle the Icknield Way on

the Eastern Chilterns possibly originating in the Bronze Age and persisting into the 1st millennium BC (Dyer 1961; Bryant and Burleigh 1995) and suggestions for these structures range from toll-gates to tribal control points (e.g. Dyer 1961) etc. Two further probable Iron Age boundary features (HHER 7898 and HHER 7892), both c.3km to the south-west of the site, were within a couple of hundred metres or so to the north of "Avenell" Way and these comprise a separate triple ditch boundary and a pit alignment respectively. Another argument for a relatively late date for the road (Later Prehistoric or afterwards), is the way the Avenell Way circumvents to the north of four undated cropmark sites in the Bassingbourn area (CHER Nos 08549, 08550, 08555 and 09125; not on plan). These cropmarks include ring ditches and linear features and it is likely the road runs around these sites as it was a later feature, albeit respecting them (Valory Hurst 2009, fig. 2 and *pers. comm.*).

4.1.21 A Late Iron Age date for the start of the track could also be argued based on the excavation of ditch **275**, which survived for a short distance parallel with the later hollow ways and in which a single sherd of Late Iron Age pottery was found. Whilst this is scant evidence taken at face value, it is possible that the lack of finds is simply a reflection of the distribution of settlement during this period. There is some evidence to suggest that Iron Age settlements tended to be located away from main tracks rather than close to them, for example in and around Stow Longa and Kimbolton in Cambridgeshire, farmsteads were located c.500m away from a probably significant prehistoric track known as Filman Way (Atkins 2010a and b). Within the area under discussion here only one possible Iron Age settlement (HHER 1029) was located near a main track - on the route of the Icknield Way directly to the south of the site. Artefacts were not recovered from the site and its suggested date rests on its shape (Valory Hurst *pers comm*).

4.1.22 The evidence for a start date somewhere in the Roman period is perhaps equally or even more compelling. The track itself observed as crop marks over a longer distance appears reasonably straight. Although a straight track is not a conclusively Roman characteristic, when coupled with other evidence it becomes more convincing. In contrast to the negligible finds dating to earlier periods, there is a sufficiently notable spread of Roman material from around and within the hollow ways. Seven pottery sherds and two tiles of Roman date were recovered in field walking (Fig. 4). All the artefacts from the earlier fills of the hollow ways are Roman in date. A total of 90 Roman pottery sherds were collected during the excavations (Wadeson Appendix C.3 especially Table 13) 48 of which came from the hollow ways and a further 37 sherds from buildings associated with the hollow ways.

4.1.23 Unfortunately, dating from the excavations was insufficient to determine a close date for the start of the tracks, but pottery (31 sherds) in the fills of **269** suggests that it was in use throughout the Roman period. The earliest fragments found date to the late 1st to 2nd century and the latest (a Nene valley folded beaker) was in general circulation between AD 170 and AD 300. Most of the pottery however is not closely datable (2nd to 4th century).

4.1.24 The second hollow way (**270**) produced even fewer datable artefacts (only 17 very small sherds). The earliest individual piece from this feature is an Early Roman platter (AD 43-110) whilst the latest is a C3-C4 colour coated vessel. The assemblage as a whole is not closely datable, but does not appear to continue beyond the end of the Roman period.

4.1.25 The coarse ware pottery assemblage as a whole from the excavations is likely to fall within the the middle Roman period (AD170/80 to 250). This may imply that the track and adjacent buildings were at their height during this period.

4.1.26 It is likely that the date of the pottery assemblage is most relevant to the use of the buildings located along the track here. The track itself may well have been in use before and after the buildings. If this section of track is part of a longer route between Baldock and Cambridge (where towns were located in the Roman period) it is likely to have continued in use for as long as the towns it served. In both cases the towns are thought to have continued to at least the end of the 4th century or early 5th century (Stead and Rigby 1986, 410; Alexander and Pullinger 1999, 83).

4.1.27 There is no good evidence that the track continued beyond the early 5th century (at the very latest). A single sherd of medieval pottery and an early medieval iron key found in the upper fills of the track are thought to be intrusive along with several modern finds, although it is worth considering the possibility that the track may have continued on a more local level as a field track or boundary. For example a number of post medieval field ditches in the excavation area are aligned with and even directly overlie the track suggesting it was still a notable boundary into the medieval period and beyond, even if it was no longer in use as a thoroughfare.

4.1.28 Roman roads are often associated with Early and Middle Saxon cemeteries; there are numerous examples in Cambridgeshire including five examples of Saxon burial/cemeteries near Botolph Bridge clustered along the probable Roman road from Peterborough to Oundle (Spoerry and Atkins in press). A possible Saxon cemetery (represented by a single burial CHER 2265), less than 1km to the south-west of the excavation and located on the north side of the "Avenell" Way is possible evidence for its continuity of use (at least as a landscape feature).

The Avenell Way, an overview

4.1.29 A study of the route of the "Avenell" Way has revealed only a limited relationship between the route and medieval settlement. Only two villages (Meldreth and Shepreth) appear to lie along the route and in the case of Meldreth, a probable 7th century settlement (Hurst 2009), all of the most significant medieval places (church and three moated sites) are located on other main routes and at least 300m from the "Avenell" Way, suggesting it played no major part. Only at Shepreth does the "Avenell" Way possibly relate to the church and medieval moated features. By comparison, several medieval settlements are located along the Icknield Way tracks; for example the Icknield Way runs through the centre of Royston, Ashwell Street goes through Ashwell, Melbourn and Fowlmere and High Street relates to Steeple Morden, Litlington, Bassingbourn, Kneesworth and Meldreth ....to Foxton).

4.1.30 The former "Avenell" Way would seem to have become far less significant in post Roman times, whilst some sections continued in use as a track (Hurst 2009) others became footpaths or even field boundaries as the section from Kneesworth to Meldreth which continued in this way until the early 20th century (*ibid*, fig. 6).

4.1.31 Major and minor routes in the Roman period were used to link towns (both small and large) - the market places and also to farms in between; "central to the Roman economy in Britain was a good transport system for the movement of people and goods" (Medlycott 2011, 105). The "Avenell" Way would have been one on many routes developed in the eastern region where the "complex hierarchical pattern of rural settlement parallels the rise of a well-developed network of roads, villas, and towns in

most parts of the region." (Taylor 2007, 50). Significant tracks were often developed before the Roman Conquest, but many were built afterwards to create a 'joined-up' landscape of rural settlement and land use (Baker 2002, 27). The "Avenell" Way may fall into the latter category – since it may have linked two Roman settlements that were not directly connected by the established routes, either prehistoric (Icknield Way, Ashwell Street etc.) or Roman (Ermine Street). The small Roman towns of Cambridge (Duroliponte) and Baldock lie some 25km apart and there are otherwise no known tracks linking them (Smith 1987, fig. 1; Medlycott 2011, fig. 7.9). The route of the "Avenell" Way is now reasonably certain for *c*.16km between Odsey to just north of Foxton. Recent work by Valory Hurst (*pers. Comm.) suggests that the route continued to* Trumpington, Cambridge, and following the same alignment it is only a short stretch from Odsey (5km) to the major Roman small town of Baldock less than 5km to the south-east. Indeed the "Avenell" Way may be one of the four tracks already identified leading north-east from Baldock (Burleigh 1995, figs. 16.2 and 16.3; Burleigh and Fitzpatrick-Matthews 2010, fig. 5).

4.1.32 The "Avenell" Way then appears to have been added to an already established road network. The Icknield Way may date from the Neolithic period and stretch from Wessex Downs to Norfolk and is believed the route way was associated with trade, exchange and long distance communication (*e.g.* Wright 1971, 12). Some recent archaeologists such as Harrison (2003) has questioned aspects including whether it was really one continuous route or an amalgamation of many shorter tracks. Much of its route in Norfolk, for instance, is thought to have been made or modified by the Romans (Davies 2002, 171).

4.1.33 The lack of "metalling" and other characteristics of classic roads such as the *Agger* roadside ditches should not be seen as evidence for the relative significance of the route. These absences may be unimportant since "analysis of over 600 excavation sites at which a Roman road was located, has found that frequently there was only one ditch, or none at all." (Davies 2006, 77). The "Avenell" Way may not have needed assistance with drainage on the dry chalkland landscape through which it passed; "where roads were built on well-drained soil, comprising sand or gravel, or a mixture of these elements, ditches and an agger were of less importance, and metalling did not need to be so thick (*ibid*, 78).

4.1.34 The wider landscape through which the "Avenell" Way passed has evidence for many scattered settlements, many of them apparently some distance form any known road or track. However, at least one and possibly two Roman settlements were located adjacent to and possibly because of, the "Avenell" Way, one *c*.4km to the north-east of the present excavation (Fig. 14) and another at Slip End, *c*.3km to the south-east.

4.1.35 The "Avenell" Way can be compared with another Roman track, the Filman Way, Near. Kimbolton in Cambridgeshire (Atkins 2010a; Atkins 2010b). Unlike The "Avenell" Way, the Filman Way probably began in prehistoric times and survived into the modern period. It was aligned north-west to south-east running roughly along the centre of a high ridge for many kilometres. Although only a small area was anlaysed this showed that three Iron Age/Roman settlements, c.400m apart (CHER10036, 10039 and 10810) all lay approximately the same distance (c.500m) to the south of the Filman Way, whilst another Roman settlement (CHER18231/2) was located adjacent to a spur road leading to the Filman Way.

4.2 The Buildings

4.2.1 Five small buildings constructed with the use of timber beams were located close to the excavated stretch of the "Avenell" Way. These structures were all similar in size, all being very small up to 5.3m by 4.8m. Little can be determined as to their construction, although most were based on two parallel beams and all were perpendicular to the track.

4.2.2 Pottery from the buildings indicates their usage in the 2nd to 4th centuries and therefore broadly contemporary with the tracks. Unfortunately the pottery assemblage was too small to give more precise dating, although the close proximity of two of the buildings implies that they were not necessarily all contemporary.

4.2.3 The evidence for function is also limited, although there was a general lack of finds, the majority of pottery from the site was located in the backfills of the buildings and those sections of the hollow way nearest to the buildings. Whilst the pottery is all domestic in character, there is too little to imply permanent settlement and seasonal or occasional visits are more likely. Both settled domestic and industrial uses can therefore be ruled out. Their most likely use was agricultural and Piper (2008) suggested they may be shepherds huts. Certainly shelter for travelling herdsmen (cattle or sheep) would seem a reasonable explanation. However, four of the buildings were adjacent to deeply eroded and rutted sections of the earlier hollow way, perhaps implying that wheeled carts stopped here to load or unload goods. It is even possible that sections had been deliberately deepened to facilitate loading onto high carts. Thus an alternative function could be that the buildings were used as barns for the temporary storage of locally harvested crops before they were taken for processing. It is possible that these structures were too small to have been barns.

4.2.4 An alternative explanation for these structures is that they were temporary storage/shelters connected to the maintenance and repair of the track (possible storage of tools or material to repair/maintain the track?). However, the only place where any effort appears to have been made to maintain the track was the "causeway" across the dry valley several hundred metres to the north-east of the buildings. Comparisons will researched at publication stage and this will perhaps give a better indication what these structures were.

4.3 Significance

4.3.1 The excavation at Station Quarry has proved invaluable in furthering the study of a previously little known Roman road in the area. A detailed study of its formation processes, possible functions and period of usage has been possible and provide a good body of comparative data that will be useful in any future research into the Roman economy of the region.

5 Publication and Archiving

5.1 PCAS

5.1.1 This report will be synthesised and revised for publication as an article in the county journal, *Proceedings of the Cambridge Antiquarian Society* (PCAS). It is planned that the article is written by Rob Atkins and Valory Hurst. The excavation will be written by Rob Atkins with the documentary research for the routeway from *c.*Baldock to Cambridge by Valory Hurst.

5.2 Archiving

5.2.1 Excavated material and records will be deposited with, and curated by, Cambridgeshire County Store in the county stores under the Site Codes STMSQA12. A digital archive will be deposited with ADS. The archive will be prepared in accordance with current OA East guidelines, which are based on current national guidelines.

5.3 Project Team

Name	Initials	Project Role	Establishment
Rob Atkins	RA	Project Officer	OA East
Valory Hurst	VH	Local Historian	N/A
Elizabeth Popescu	EP	Post Excavation & Publications Manager	OA East
Aileen Connor/Richard Mortimer/	AC/RM	Senior Project Managers	OA East
Lucy Offord	LO	Illustrator	OA East

Project Team

5.4 Task Identification

Task No.	Task	Staff	No. Days
Project Management			
1	Project management	EP/AC/RM	0.5/0.5
Illustration			
2	Changes to existing figures	LO	3
Report Writing			
3	Edit period	RA	1
4	Compile list of illustrations/liaise with illustrators	RA	0.5
5	Condense text	RA	4
6	Documentary research	VH	N/A
7	Collate/edit captions, bibliography, appendices etc	RA	0.5
8	Internal edit	AC/EP	2.5
9	Send to publisher for refereeing	AC/EP	0.5
10	Post-refereeing revisions	EP/RA/VH	1/0.5/0.5
Archiving			
11	Compile paper archive	RA	0.5
12	Archive/delete digital photographs	RA	0.5
13	Compile/check material archive	RA	0.5

Task list

5.5 Project Timetable

5.5.1 It is proposed to publish the article in the 2014 volume of PCAS.

Appendix A. Trench Descriptions and Context Inventory

Context	Same as	Cut	Category	Feature Type	Function	Length	Width	Depth	Master Number	Phase
1			layer	top soil					0	3
2		4	fill	hollow way	track-way	0	9.1	0.12	269	2
3		4	fill	hollow way	track-way	0	9.1	0.09	269	2
4		4	cut	hollow way	track-way	0	9.1	0.12	269	2
5		8	fill	hollow way	track-way	0	1.6	0.14	269	2
6		8	fill	hollow way	track-way	0	1.7	0.18	269	2
7		8	fill	hollow way	track-way	0	4.4	0.26	269	2
8		8	cut	hollow way	track-way	0	9	0.26	269	2
9		10	fill	hollow way	track-way	0	2.4	0.17	270	2
10		10	cut	hollow way	track-way	0	2.4	0.17	270	2
11		12	fill	hollow way	track-way	0	2.4	0.21	270	2
12		12	cut	hollow way	track-way	0	2.6	0.21	270	2
13		14	fill	hollow way	track-way	0	6.6	0.12	269	2
14		14	cut	hollow way	track-way	0	6.6	0.12	269	2
15		16	fill	natural	tree bowl	0	2	0.14	0	0
16		16	cut	natural	tree bowl	0	2	0.14	0	0
17		14	fill	hollow way	track-way	0		0.12	269	2
18		19	fill	hollow way	track-way	0		0.08	270	2
19		19	cut	hollow way	track-way	0	2.4	0.08	270	2
20		21	fill	hollow way	track-way	0	4.8	0.02	269	2
21		21	cut	hollow way	track-way	0	4.8	0.02	269	2
22		0	artefact	hollow way	track-way	0			269	2
23		0	artefact	hollow way	track-way	0			269	2
24		25	fill	natural	tree bowl	1.14	0.89	0.26	0	0
25		25	cut	natural	tree bowl	1.14	0.89	0.26	0	0
26		28	fill	natural	tree bowl	0.6	1.44	0.22	0	0
27		28	fill	natural	tree bowl	0.8	1.44	0.22	0	0
28		28	cut	natural	tree bowl	1.4	1.44	0.22	0	0
29		30	fill	hollow way	track-way	0	1.94	0.14	270	2
30		30	cut	hollow way	track-way	0	1.94	0.14	270	2
31		31	cut	hollow way	track-way	0	3	0.09	270	2
32		35	fill	natural	tree bowl	0.6	1	0.4	0	0
33		35	fill	natural	tree bowl	0.25	0.6	0.36	0	0
34		35	fill	natural	tree bowl	2.1	1.15	0.36	0	0
35		35	cut	natural	tree bowl	2.1	2.5	0.4	0	0
36		37	fill	hollow way	track-way	1	2.2	0.08	270	2
37		37	cut	hollow way	track-way	0	2.2	0.08	270	2
38		40	fill	hollow way	track-way	0	1	0.05	269	2

Context	Same as	Cut	Category	Feature Type	Function	Length	Width	Depth	Master Number	Phase
39		40	fill	hollow way	track-way	0	4.8	0.02	269	2
40		40	cut	hollow way	track-way	0	4.8	0.07	269	2
41		44	fill	hollow way	track-way	0	2.7	0.1	269	2
42		44	fill	hollow way	track-way	0	1.9	0.13	269	2
43		44	fill	hollow way	track-way	0	1.5	0.15	269	2
44		44	cut	hollow way	track-way	0	5.6	0.22	269	2
45		44	fill	hollow way	track-way	0	2.9	0.08	269	2
46		47	fill	hollow way	track-way	0	1.65	0.07	270	2
47		47	cut	hollow way	track-way	0	1.65	0.07	270	2
48		52	fill	hollow way	track-way	0	5.1	0.22	269	2
49		52	fill	hollow way	track-way	0	5.15	0.35	269	2
50		52	fill	hollow way	track-way	0	3.75	0.3	269	2
51		52	fill	hollow way	track-way	0	9.4	0.55	269	2
52		52	cut	hollow way	track-way	0	9.4	0.55	269	2
53		54	fill	Beam slot	building	3.2	0.3	0.19	Building 1	2
54		54	cut	Beam slot	building	3.2	0.3	0.19	Building 1	2
55		57	fill	hollow way	track-way	0	4.5	0.12	269	2
56		57	fill	hollow way	track-way	0	9	0.13	269	2
57		57	cut	hollow way	track-way	0	9	0.22	269	2
58		52	fill	hollow way	track-way	0	9.4	0.12	269	2
59		61	fill	hollow way	track-way	0	2.1	0.13	269	2
60		61	fill	hollow way	track-way	0	1.1	0.27	269	2
61		61	cut	hollow way	track-way	0	5.2	0.23	269	2
62		63	fill	hollow way	track-way	0	2.1	0.12	270	2
63		63	cut	hollow way	track-way	0	2.1	0.12	270	2
64		65	fill	hollow way	track-way	0	2.5	0.08	270	2
65		65	cut	hollow way	track-way	0	2.5	0.08	270	2
66		61	fill	hollow way	track-way	0	2.4	0.23	269	2
67		70	fill	hollow way	track-way	0	7.1	0.36	269	2
68		70	fill	hollow way	track-way	0	6	0.24	269	2
69		70	fill	hollow way	track-way	0	4	0.22	269	2
70		70	cut	hollow way	track-way	0	7.1	0.82	269	2
71		72	fill	hollow way	track-way	0	2.7	0.21	269	2
72		72	cut	hollow way	track-way	0	2.7	0.21	269	2
73		74	fill	Beam slot	building	2.95	0.74	0.28	Building 2	2
74		74	cut	Beam slot	building	2.95	0.74	0.28	Building 2	2
75		76	fill	Beam slot	building	2.85	0.66	0.23	Building 2	2
76		76	cut	Beam slot	building	2.85	0.66	0.23	Building 2	2
77		78	fill	hollow way	track-way	0	1.8	0.03	270	2
78		78	cut	hollow way	track-way	0	1.8	0.03	270	2
79		83	fill	hollow way	track-way	0	6	0.3	269	2

Context	Same as	Cut	Category	Feature Type	Function	Length	Width	Depth	Master Number	Phase
80		83	fill	hollow way	track-way	0	7.3	0.45	269	2
81		83	fill	hollow way	track-way	0	4.6	0.32	269	2
82		83	fill	hollow way	track-way	0	2.3	0.1	269	2
83		83	cut	hollow way	track-way	0	7.3	0.73	269	2
84		85	fill	hollow way	track-way	0	2	0.8	270	2
85		85	cut	hollow way	track-way	0	2	0.8	270	2
86		89	fill	hollow way	track-way	0	8.08	0.48	269	2
87		89	fill	hollow way	track-way	0	5.55	0.16	269	2
88		89	fill	hollow way	track-way	0	5.2	0.38	269	2
89		89	cut	hollow way	track-way	0	10.4	0.84	269	2
90		89	fill	hollow way	track-way	0	3.1	0.08	269	2
91		89	fill	hollow way	track-way	0	3.4	8	269	2
92		93	fill	hollow way	track-way	0	2.05	0.08	270	12
93		93	cut	hollow way	track-way	0	2.05	0.08	270	2
94		95	fill	Beam slot	building	4.5	0.62	0.19	Building 3	12
95		95	cut	Beam slot	building	4.5	0.62	0.19	Building 3	2
96		97	fill	Beam slot	building	3.06+	0.6	0.07	Building 3	2
97		97	cut	Beam slot	building	3.06+	0.6	0.07	Building 3	2
98		100	fill	hollow way	track-way	0	4.4	0.1	269	2
99		100	fill	hollow way	track-way	0	4.2	0.06	269	2
100		100	cut	hollow way	track-way	0	6.5	0.34	269	2
101		102	fill	hollow way	track-way	0	2.5	0.23	270	2
102		102	cut	hollow way	track-way	0	2.5	0.23	270	2
103		100	fill	hollow way	track-way	0	0.41	0.02	269	2
104		100	fill	hollow way	track-way	0	2	0.08	269	2
105		100	fill	hollow way	track-way	0	1.7	0.05	269	2
106		110	fill	hollow way	track-way	0		0.1	269	2
107		110	fill	hollow way	track-way	0		0.15	269	2
108		110	fill	hollow way	track-way	0		0.06	269	2
109		110	fill	hollow way	track-way	0		0.34	269	2
110		110	cut	hollow way	track-way	0	4.7	0.34	269	2
111		115	fill	hollow way	track-way	0	3.4	0.15	269	2
112		115	fill	hollow way	track-way	0	5	0.3	269	2
113		115	fill	hollow way	track-way	0	3.8	0.3	269	2
114		115	fill	hollow way	track-way	0	8.9	0.1	269	2
115		115	cut	hollow way	track-way	0	8.9	0.5	269	2
116		118	fill	hollow way	track-way	0	3	0.14	270	2
117		118	fill	hollow way	track-way	0	2.7	0.16	270	2
118		118	cut	hollow way	track-way	0	3.8	0.14	270	2
119		121	fill	hollow way	track-way	0	3.8	0.4	269	2
120		121	fill	hollow way	track-way	0	3.65	0.14	269	2

Context	Same as	Cut	Category	Feature Type	Function	Length	Width	Depth	Master Number	Phase
121		121	cut	hollow way	track-way	0	6	0.4	269	2
122		123	fill	hollow way	track-way	0	2.5	0.08	270	2
123		123	cut	hollow way	track-way	0	2.5	0.08	270	2
124		125	fill	hollow way	track-way	0	2+	0.08	269	2
125		125	cut	hollow way	track-way	0	2+	0.08	269	2
126		127	fill	hollow way	track-way	0	4.5	0.19	270	2
127		127	cut	hollow way	track-way	0	4.5	0.19	270	2
128		130	fill	hollow way	track-way	0	6.2	0.2	270	2
129		130	fill	hollow way	track-way	0	11.15	0.2	270	2
130		130	cut	hollow way	track-way	0	11.15	0.2	270	2
131		133	fill	hollow way	track-way	0	2	0.16	269	2
132		133	fill	hollow way	track-way	0	5.6	0.16	269	2
133		133	cut	hollow way	track-way	0	5.6	0.16	269	2
134		135	fill	hollow way	track-way	0	2.1	0.09	270	2
135		135	cut	hollow way	track-way	0	2.1	0.09	270	2
136		138	fill	hollow way	track-way	0		0.1	269	2
137		138	fill	hollow way	track-way	0		0.1	269	2
138		138	cut	hollow way	track-way	0	4.6	0.1	269	2
139		140	fill	hollow way	track-way	0	4.1	0.04	270	2
140		140	cut	hollow way	track-way	0	4.1	0.04	270	2
141		142	fill	hollow way	track-way	0	3.02	0.15	270	2
142		142	cut	hollow way	track-way	0	3.02	0.15	270	2
143		144	fill	hollow way	track-way	0	2.08	0.12	269	2
144		144	cut	hollow way	track-way	0	2.08	0.12	269	2
145		146	fill	hollow way	track-way	0	2.05	0.09	271	2
146		146	cut	hollow way	track-way	0	2.05	0.09	271	2
147		149	fill	hollow way	track-way	0	3	0.1	270	2
148		149	fill	hollow way	track-way	0	8.8	0.15	270	2
149		149	cut	hollow way	track-way	0	8.8	0.15	270	2
150		151	fill	hollow way	track-way	0	0.65	0.12	271	2
151		151	cut	hollow way	track-way	0	0.65	0.12	271	2
152		153	fill	hollow way	track-way	0	0.95	0.13	271	2
153		153	cut	hollow way	track-way	0	0.95	0.13	271	2
154		156	fill	hollow way	track-way	0	5	0.07	270	2
155		156	fill	hollow way	track-way	0	9	0.16	270	2
156		156	cut	hollow way	track-way	0	9	0.16	270	2
157		158	fill	natural	tree bowl	0	4.5	0.22	0	0
158		158	cut	natural	tree bowl	0	4.5	0.22	0	0
159		162	fill	ditch	enclosure	0		0.3	274	3
160		162	fill	ditch	enclosure	0		0.36	274	3
161		162	fill	ditch	enclosure	0		0.46	274	3

Context	Same as	Cut	Category	Feature Type	Function	Length	Width	Depth	Master Number	Phase
162		162	cut	ditch	enclosure	0	1	0.47	274	3
163		164	fill	ditch	enclosure	0		0.07	274	3
164		164	cut	ditch	enclosure	0		0.08	274	3
165		168	fill	ditch	enclosure	0		0.2	274	3
166		168	fill	ditch	enclosure	0		0.3	274	3
167		168	fill	ditch	enclosure	0		0.5	274	3
168		168	cut	ditch	enclosure	0	1.1	0.5	274	3
169		170	fill	ditch	enclosure	0		0.56	274	3
170		170	cut	ditch	enclosure	0	0.56	0.06	274	3
171		172	fill	hollow way	track-way	0	6.2	0.7	270	2
172		172	cut	hollow way	track-way	0	6.2	0.7	270	2
173		174	fill	ditch	enclosure	13.5	1.05	0.24	-	3
174		174	cut	ditch	enclosure	13.5	1.05	0.24	-	3
175		177	fill	hollow way	track-way	0	7	0.75	270	2
176		177	fill	hollow way	track-way	0	7.6	0.75	270	2
177		177	cut	hollow way	track-way	0	7.6	0.75	270	2
178		179	fill	ditch	enclosure	0	0.75	0.32	273	3
179		179	cut	ditch	enclosure	0	0.75	0.32	273	3
180		181	fill	ditch	enclosure	0	0.62	0.13	272	3
181		181	cut	ditch	enclosure	0	0.62	0.13	272	3
182		182	cut	ditch	enclosure	0	0.52	0.05	273	3
183		182	fill	ditch	enclosure	0	0.52	0.05	273	3
184		186	fill	hollow way	track-way	0		0.42	270	2
185		186	fill	hollow way	track-way	0		0.67	270	2
186		186	cut	hollow way	track-way	0	5.2	0.67	270	2
187		188	fill	ditch	enclosure	0	0.8	0.22	272	3
188		188	cut	ditch	enclosure	0	0.8	0.22	272	3
189		190	fill	ditch	enclosure	0	0.8	0.2	273	3
190		190	cut	ditch	enclosure	0	0.8	0.2	273	3
191		194	fill	hollow way	track-way	0	4.3	0.37	270	2
192		194	fill	hollow way	track-way	0	3.5	0.32	270	2
193		194	fill	hollow way	track-way	0	7.1	0.27	270	2
194		194	cut	hollow way	track-way	0	7.1	0.69	270	2
195		197	fill	hollow way	track-way	0	4.93	0.3	270	2
196		197	fill	hollow way	track-way	0	4.93	0.21	270	2
197		197	cut	hollow way	track-way	0	4.93	0.51	270	2
198		199	fill	ditch	enclosure	0	0.45	0.12	0	3
199		199	cut	ditch	enclosure	0	0.45	0.12	0	3
200		201	fill	ditch	enclosure	0	0.6	0.25	273	3
201		201	cut	ditch	enclosure	0	0.6	0.25	273	3
202		203	fill	ditch	enclosure	0	0.6	0.12	272	3

Context	Same as	Cut	Category	Feature Type	Function	Length	Width	Depth	Master Number	Phase
203		203	cut	ditch	enclosure	0	0.6	0.12	272	3
204		205	fill	ditch	enclosure	0	2.15	0.19	275	2
205		205	cut	ditch	enclosure	0	2.15	0.19	275	2
206		209	fill	hollow way	track-way	0		0.26	270	2
207		209	fill	hollow way	track-way	0		0.34	270	2
208		209	fill	hollow way	track-way	0		0.42	270	2
209		209	cut	hollow way	track-way	0	5.7	0.42	270	2
210		209	fill	hollow way	track-way	0		0.48	270	2
212		209	fill	hollow way	track-way	0		0.46	270	2
214		223	fill	hollow way	track-way	0		0.42	270	2
215		223	fill	hollow way	track-way	0	0.44	0.24	270	2
216		223	fill	hollow way	track-way	0	0.16	0.06	270	2
217		223	fill	hollow way	track-way	0	6.7	0.16	270	2
218		223	fill	hollow way	track-way	0	1.7	0.2	270	2
219		223	fill	hollow way	track-way	0	2	0.18	270	2
220		223	fill	hollow way	track-way	0	1.95	0.19	270	2
221		223	fill	hollow way	track-way	0	0.8	0.08	270	2
222		223	fill	hollow way	track-way	0	1.1	0.14	270	2
223		223	cut	hollow way	track-way	0	6.7	0.44	270	2
224		225	fill	natural	channel	0			0	1
225		225	cut	natural	channel	0			0	1
226		227	fill	natural	channel	0			0	1
227		227	cut	natural	channel	0			0	1
228		229	fill	natural	channel	0			0	1
229		229	cut	natural	channel	0			0	1
230		230	cut	hollow way	track-way	0	10.2	0.46	270	2
231		230	fill	hollow way	track-way	0	0.26	0.1	270	2
232		230	fill	hollow way	track-way	0	0.44	0.08	270	2
233		230	fill	hollow way	track-way	0	0.45	0.17	270	2
234		230	fill	hollow way	track-way	0	0.22	0.08	270	2
235		230	fill	hollow way	track-way	0	4.4	0.28	270	2
236		230	fill	hollow way	track-way	0	4.1	0.24	270	2
237		230	fill	hollow way	track-way	0	1.2	0.22	270	2
238		230	fill	hollow way	track-way	0	5.52	0.3	270	2
239		230	fill	hollow way	track-way	0	10.2	0.18	270	2
240		241	fill	natural	channel	0	4.6	0.18	0	1
241		241	cut	natural	channel	0	4.6	0.18	0	1
242		243	fill	natural	channel	0	5.35	0.21	0	1
243		243	cut	natural	channel	0	5.35	0.21	0	1
244		245	fill	natural	channel	0		0.17	0	1
245		245	cut	natural	channel	0		0.17	0	1

Context	Same as	Cut	Category	Feature Type	Function	Length	Width	Depth	Master Number	Phase
246		247	fill	hollow way	track-way?	0	2.5	0.2	275	2
247		247	cut	hollow way	track-way?	0	2.5	0.2	275	2
248		248	cut	natural	channel	0			0	1
249		266	fill	hollow way	track-way	0	1.82	0.31	270	2
250		266	fill	hollow way	track-way	0		0.09	270	2
251		248	fill	natural	channel	0			0	1
252		248	fill	natural	channel	0		0.2	0	1
253		266	fill	hollow way	rutting?	0	0.3	0.36	270	2
254		266	fill	hollow way	rutting?	0	0.54	0.38	270	2
255		0	fill	natural	channel?	0	5.04	0.26	270	1
256		260	fill	hollow way	track-way	0	1.8	0.24	270	2
257		260	fill	hollow way	track-way	0	6.3	0.26	270	2
258		260	fill	hollow way	track-way	0	4.6	0.22	270	2
259		260	fill	hollow way	track-way	0	4	0.2	270	2
260		260	cut	hollow way	track-way	0	10.6	0.36	270	2
261		262	fill	ditch	enclosure	0	2.6	0.4	275	2
262		262	cut	ditch	enclosure	0	2.7	0.4	275	2
263		265	fill	natural	channel	0	11.6	0.25	0	1
264		265	fill	natural	channel	0	7.5	0.19	0	1
265		265	cut	natural	channel	0	11.6	0.4	0	1
266		266	cut	hollow way	track-way	0	4.15	0.38	270	2
267		266	fill	hollow way	rutting?	0	0.4	0.08	270	2
268		266	fill	hollow way	rutting?	0	0.38	0.1	270	2
269			master	hollow way	track-way	0			0	2
270			master	hollow way	track-way	0			0	2
271			master	hollow way?	track-way	0			0	2
272			master	ditch	enclosure	0			0	3
273			master	ditch	enclosure	0			0	3
274			master	ditch	enclosure	0			0	3
275			master	hollow way	track-way	0			0	3
2002		2005	fill	hollow way	track-way	0	4.9	0.12	270	2
2003		2005	fill	hollow way	track-way	0	2.5	0.4	270	2
2004		2005	fill	hollow way	track-way	0	3.8	0.4	270	2
2005		2005	cut	hollow way	track-way	0	4.9	0.58	270	2
2102		2106	fill	hollow way	track-way	0		0.08	269	2
2104		2106	fill	hollow way	track-way	0	4.08	0.02	269	2
2105		2106	fill	hollow way	track-way	0	3.08	0.1	269	2
2106		2106	cut	hollow way	track-way	0	5.5	0.3	269	2
2202		2202	cut	hollow way	track-way	0	5.6	0.56	269	2
2203		2202	fill	hollow way	track-way	0	2.86	0.12	270	2
2204		2202	fill	hollow way	track-way	0	5.6	0.26	270	2

Context	Same as	Cut	Category	Feature Type	Function	Length	Width	Depth	Master Number	Phase
2208	54	2208	cut	beam slot	structure	3.2	0.45	0.15		2
2209		2209	fill	beam slot	structure	3.2	0.45	0.15		2
2302		2302	cut	hollow way	track-way	0	2.14	0.1	270	2
2303		2302	fill	hollow way	track-way	0	2.14	0.1	270	2
2304		2304	cut	hollow way	track-way	0	4.18	0.46	269	2
2305		2304	fill	hollow way	track-way	0	4	0.18	269	2
2306		2304	fill	hollow way	track-way	0	3.48	0.2	269	2
2307		2304	fill	hollow way	track-way	0	4.18	0.18	269	2
2402		2407	fill	hollow way	track-way	0		0.1	269	2
2404		2407	fill	hollow way	track-way	0	5.04	0.18	269	2
2405		2407	fill	hollow way	track-way	0	4.66	0.07	269	2
2406		2407	fill	hollow way	track-way	0	4.1	0.24	269	2
2407		2407	cut	hollow way	track-way	0	5.04	0.5	269	2
2408		2409	fill	hollow way	track-way	0	1.03	0.2	270	2
2409		2409	cut	hollow way	track-way	0	1.3	0.2	270	2
2410		2411	fill	hollow way	track-way	0	0.6	0.2	270	2
2411		2411	cut	hollow way	track-way	0	0.6	0.2	270	2
2502		2506	fill	hollow	track-way	0		0.1	270	2
2504		2506	fill	hollow	track-way	0	6.3	0.15	270	2
2505		2506	fill	hollow way	track-way	0	1.3	0.05	270	2
2506		2506	cut	hollow way	track-way	0	6.3	0.2	270	2
2603		2605	fill	hollow way	track-way	0	2.3	0.13	270	2
2604		2605	fill	hollow	track-way	0	2.2	0.09	270	2
2605		2605	cut	hollow way	track-way	0	2.5	0.17	270	2
2606		2608	fill	hollow way	track-way	0	2.7	0.15	270	2
2607		2608	fill	hollow way	track-way	0	1.03	0.1	270	2
2608		2608	cut	hollow way	track-way	0	2.7	0.2	269	2
2702		2706	fill	hollow way	track-way	0	2.85	0.2	270	2
2703		2706	fill	hollow way	track-way	0	9.5	0.74	270	2
2704		2706	fill	hollow way	track-way	0	3.9	0.34	270	2
2705		2706	fill	hollow way	track-way	0	9.5	0.74	270	2
2706		2706	cut	hollow way	track-way	0	9.5	0.74	270	2

Table 4: *Context list of 2012 excavation and relevant contexts from 2008 evaluation*

APPENDIX B. HER DATA

Number	Site Name	Function	Co-ordinates
CHER 03070	Neolithic axes, Litlington	Neolithic artefacts	TL 31 42
CHER 03090	Neolithic axe, Bassingbourn	Neolithic artefact	TL 33 44
CHER 03426	Neolithic axe, Malton Farm, Meldreth	Neolithic artefact	TL 376 465
CHER 03291	Possible prehistoric lake dwelling, Shepreth	Neolithic/Bronze Age settlement	TL 39 47
CHER 18554	Prehistoric pottery sherds, Bassingbourn	Neolithic/Bronze Age Settlement	TL 3383 4411
CHER 08764	Prehistoric flints, A10 bypass	Neolithic/Bronze Age artefacts	TL 37 44
CHER 08777	Neolithic/Bronze Age finds, A10 bypass	Neolithic/Bronze Age artefacts	TL 3715 4372
CHER 09613	Flint scatter, Whaddon	Neolithic/Bronze Age artefacts	TL 365 468
CHER 09849A	Flint flakes and animal bone, Whaddon Farm	Neolithic/Bronze Age artefacts	TL 355 468
CHER 10317A	Neolithic and Bronze Age finds, Malton Farm, Orwell	Neolithic/Bronze Age artefacts	TL 372 476
CHER 10338	Flint scatter, Whaddon	Neolithic/Bronze Age artefacts	TL 354 468
HHER 1629	Secondary internments and spearhead, Therfield Heath Long Barrow	Neolithic Burial	TL 3414 4017
CHER 03083	Bronze Age palstave and ingot, Litlington	Bronze Age industrial site	TL 324 419
CHER 03117	Late Bronze Age hoard, Meldreth station	Bronze Age hoard	TL 3773 4549
CHER 03445	?Barrow site, Bassingbourn	Bronze Age barrow	TL 3388 4207
CHER 08190	Flint spear find, Melbourn	Bronze Age artefact	TL 38 44
CHER 11494A	Bronze Age rapier, Bassingbourn	Bronze Age artefact	TL 327 441
CHER 03353a	Ring ditch	?Bronze Age barrow	TL 329 413
CHER 03067; SM 24419	Bell barrow, S of Mordon Grange plantation	Bronze Age barrow	TL 306 398
CHER 05276	Ring ditches	?Bronze Age barrows	TL 2990 3939
CHER 05277	Ring ditch, pits and ditches	?Bronze Age barrow	TL 2960 3929
CHER 05278	Ring ditch cropmark west of Station Rd, Steeple Morden	Cropmarks show five ring ditches and a possible pond barrow	TL 292 395
CHER 05279	Ring ditch cropmark, Steeple Morden	?Bronze Age barrow	TL 288 395
CHER 05443	Ring ditch	?Bronze Age barrow	TL 2944 3881
CHER 06214	Ring ditches west of Morden Grange Plantation, Steeple Morden	?Bronze Age barrows	TL 292 403
CHER 06216	Cropmark enclosure and ring ditch	?Bronze Age barrow	TL 295 405
CHER 06217	Ring ditches south of Gatley End, Steeple Morden	Two pond barrows	TL 298 408
CHER 06218	Ring ditches south-west of Morden Grange Plantation, Steeple Morden	?Bronze Age barrow	TL 294 400
CHER 08876	Ring ditch behind Ashwell Station; Archaeological site of ring ditch (Taylor 1997, 100)	Excavation of Bronze Age barrow	TL 297 386
CHER 09002	Ring ditch	?Bronze Age barrow	TL 326 406
CHER 09447	Cropmarks west of Thirft Farm, Steeple Morden	Cropmarks of 2 Bronze Age ring ditches	TL 314 395
CHER 09448	Barrows east of Morden Grange plantation	Three or four barrows seen as	TL 312 398

Number	Site Name	Function	Co-ordinates
		cropmarks	
CHER 09450	Two ring ditches	Two ?barrows seen as cropmarks	TL 300 392
CHER 09458	Ring ditches, Litlington	Four ring ditches	TL 315 400; 316 400 and 317 401
CHER CB 15316	Ring ditch, Station Quarry	?Bronze Age barrow	TL 300 388
HHER 145	Early Iron Age and Beaker pottery sherds and flint, Therfield Heath	?Bronze Age settlement	TL 341 401
HHER 1731	Disc barrow or Dene Hole, Therfield Heath	Burial	TL 333 400
HHER 6192	Ring ditch cemetery, Slip End, Ashwell	Burials -seven ring ditches	TL 286 373
HHER 6387	Ring ditch cemetery, Therfield	Burials - six ring ditches	TL 327 378
HHER 6415	Ring ditch cemetery, Kellshall	Burials - 24 ring ditches	TL 315 385
HHER 6446	Ring ditch cemetery, Heath Farm, Kellshall	Burials - 10 ring ditches	TL 303 369
HHER 13544	Grassmark of possible ring ditch, Melbourn school, Royston	Burial	TL 36350 41490

Table 5: *Neolithic and Bronze Age CHER and HHER records*

Number	Site Name	Function	Co-ordinates
SM 1006787; CHER 03353; HHER 2207	Mile Ditches	Defensive ditches	TL 3300 4103: TL 3330 4015
CHER 05279	Fort?, Guilden Morden	Hill Fort	TL 288 395
CHER 03293A	Limlow Hill	Hill Fort	TL 3225 4172
CHER 03241	Cropmark, Bassingbourn	Hill Fort	TL 339 421
CHER 11752	Manor Farm Barns, Litlington	IA Settlement	TL 3128 4243
CHER 17408	Bassingbourn Village College	IA Settlement	TL 3299 4350
CHER 17851	Chestnut Tree Farm, Whaddon	IA and/or Roman settlement	TL 35453 46685
CHER 02268A	Guilden and Steeple Morden coprolite workings	Iron Age artefacts	TL 29 38
CHER 03167	Mettle Hill	Iron Age artefacts	TL 3653 4572
CHER 03221	Iron Age pottery, Meldreth	Iron Age artefacts	TL 365 465
CHER 08764A	Iron Age finds, A10 bypass	Iron Age artefacts	TL 378 449
HHER 145	Early Iron Age and Beaker pottery sherds and flint, Therfield Heath	?Iron Age settlement	TL 341 401
HHER 1029	Probable Iron Age enclosure, Icknield Way, Kelshall	?Iron Age settlement	TL 31179 39000
HHER 4446	Possible Iron Age enclosure, Therfield Heath	?Iron Age settlement	TL 3410 4019
HHER 7892	Cropmarks of a probable pit alignment, Slip End, Ashwell	Boundary	TL 28725 37345
HHER 7898	Cropmark of triple ditch, Slip End, Ashwell	Boundary	TL 28510 37250

Table 6: *Iron Age CHER and HHER records*

Number	Site Name	Function	Co-ordinates
CHER 03186	Roman villa, Litlington	Villa	TL 3126 4248
CHER 11752	Manor Farm Barns, Litlington	Villa	TL 3128 4243
CHER 17646	13 Cockhall Close, Litlington	Villa	TL 3132 4240
CHER 19306	Roman ditches, Litlington	Villa	TL 3120 4253
CHER 19307	Demolition spread and ditches, Litlington	Villa	TL 3123 4246
CHER 02268	Ditch and bank, Guilden Morden	Roman settlement	TL 29 38
CHER 08777A	Roman feature and finds, A10 bypass	Roman settlement	TL 3715 4372
CHER 18536	Field boundaries, Kneesworth House Hospital	Roman settlement	TL 3494 4416
CHER 03089	Roman pottery, Bassingbourn	Roman settlement	TL 331 429
CHER 03248	Roman remains, Meldreth	Roman settlement	TL 360 463
CHER 10224	Metal Finds, Matton Farm, Meldreth	Roman settlement	TL 373 476
CHER 10317	Roman finds, Malton Farm, Orwell	Roman settlement	TL 372 476
CHER 19213	Linear track-way and enclosure, Well Head Field, Bassingbourn	Roman settlement	TL 3293 4324
CHER 05280	Cropmark enclosures, Slip Inn Hill, Guilden Morden	Roman settlement	TL 288 374
CHER 02714A	Roman inhumations and cremation, Guilden Morden	Roman burials	TL 28385 39606
CHER 03262	Heaven's Walls, Litlington	Roman burials	TL 3141 4203
CHER 03197	Roman cemetery and earthwork, Portway, Melbourn	Roman burials	TL 392 452
CHER 03293	Limlow Hill	Roman burials and settlement	TL 3225 4172
CHER 03167	Mettle Hill, Meldreth	Roman burials	TL 3653 4572
CHER 03060B	Holy Trinity Church, Meldreth	Burial	TL 377 468
CHER 02264	Roman coin, Steeple Morden burial ground	Roman artefact	TL 295 387
CHER 02266	Roman vessel, Guilden Morden	Roman artefact	TL 28 37
CHER 03088	Roman bracelets, Bassingbourn	Roman artefacts	TL 33 42
CHER 03123	Roman statuette, Bassingbourn	Roman artefact	TL 33 44
CHER 03250	Roman coin, Litlington	Roman artefact	TL 31 42
CHER 15964	Roman coin, Bassingbourn	Roman artefact	TL 334 441
CHER 08764B	Roman finds, A10 field walking	Roman artefact	TL 378 449
CHER 11494	Metal detector finds, Bassingbourn Mill	Roman artefact	TL 327 441
CHER 16293	Melbourn Village College	Roman artefact	TL 38318 45199
CHER 15034 HHER 4193	Ermine Street Roman Road	Roman road	TL 22859 70634; TL 352 419
HHER 406	Roman coin moulds, Slip End, Ashwell	Roman settlement	TL 284 369
HHER 1489	Roman coins and other finds, west side of Briary Lane, Royston	?Roman settlement	TL 3525 4046
HHER 13761	Roman ditches, Green Drift, Royston	?Settlement	TL 35310 41065
HHER 15727	Roman ditches and enclosures, Slip End, Ashwell	Settlement	TL 28400 37040
HHER 242	Romano- British cemetery, Slip End, Ashwell	Roman burials	TL 2896 3736
HHER 12143	Two parallel ditches, Therfield Heath	?settlement	TL 3508 4057
HHER 1321	Romano-British cemetery, Foxley Hill, Slip End	Roman burials	TL 2829 3702

HHER 4196	Supposed site of 'Roman camp', Therfield	?Fort	TL 346 405
HHER 4629; 4630; 4631	Supposed line of Roman road, part of Icknield Way	?Road	TL 300 384; TL 328 400; TL 3500 4065
HHER 1244	Romano-British pottery, Kelshall	Roman artefacts	TL 326 379
HHER 6061	Roman bronze coins and pottery, Mile Ditches, Royston	Artefacts	TL 3328 4030

Table 7: *Roman CHER and HHER records*

Number	Site Name	Function	Co-ordinates
CHER 02265	Ashwell Station, Odsey	E/M Saxon Burial	TL 2973 3861
CHER 11494B	Saxon brooch, Bassingbourn	E?M Saxon Burial	TL 327 441
CHER 02714B	Grubenhauser E of Shire bank	E/M Saxon Settlement	TL 28385 39606
CHER 15039	Saxon remains, Church Close, Bassingbourn	E/M Saxon Settlement	TL 33075 44247
CHER 18142	Bassingbourn Village College	E/M Saxon Settlement	TL 3296 4353
CHER 15696	Saxon ditches and inhumations, Church Street, Litlington	Middle Saxon settlement; Late Saxon burials	TL 3103 4270
CHER 003379	Silver Saxon penny, Meldreth	Middle Saxon artefact	TL 378 449
CHER 08764C	Saxon pottery sherds, A10 bypass	Late Saxon artefacts	TL 378 449
CHER 01275A	Saxon pottery, Flambard's Manor	Late Saxon artefacts	TL 378 458
CHER 19435	Saxon pottery, Vesey's Manor	Late Saxon artefacts	TL 3792 4674
HHER 1630	Anglo-Saxon secondary internment, Therfield barrow cemetery	Burial	TL 341 402
HHER 1632	Early medieval secondary burial, Money or Flyers Hill, Therfield	Burial	TL 34 40
HHER 1739	Saxon brooch and buckle, Five Hills, Therfield Heath	Artefacts	TL 341 4023

Table 8: *Saxon CHER and HHER records*

APPENDIX C. FINDS REPORTS

C.1 Finds Quantification and Dating

Cntxt	Feature Type	Cut	Master Number	Bone	Ceramic	Flint	Glass	Metal work	Finds Date
14	hollow way	14	269		0.001				
22	hollow way	0	269		0.074				Roman & Post-Med tile
23	hollow way	0	269		0.002				MC1-C3
53	Beam Slot	54	Building 1			0.004			Neolithic
71	hollow way	72	269	0.001					
73	Beam Slot	74	Building 2		0.126				C1-C3
75	Beam Slot	76	Building 2		0.037				MC1-C4
79	hollow way	83	269		0.034				
94	Beam Slot	95	Building 3		0.025				AD120-200
103	hollow way	100	269		0.037	0.042			C3-C4
109	hollow way	110	269		0.003				MC1-C4
112	hollow way	115	269		0.024				C2-C3
113	hollow way	115	269				0.003		C1-C4
118	Hollow way	118	270				0.002		C19-C20
119	hollow way	121	269		0.026			Iron strip	C2-C4
121	hollow way	121	269		0.045				MC1-C4
128	hollow way	130	270		0.003				C1-EC2
140	hollow way	140	270		0.003				MC1-C4
141	hollow way	142	270		0.014				C1-C4
144	hollow way	144	269		0.015				LC2-C4
146	hollow way	146	271		0.001				MC1-C4
148	hollow way	149	270		0.001				LC2-C4
150	ditch	151	271		0.009				LC2-C4
171	hollow way	172	270	0.009	0.003				LC2-C4 & C13-C14
172	hollow way	172	270		0.01				C1-C4
173	ditch	174	-		0.029	0.006			MC1-C4
184	hollow way	186	270				0.002		-
185	hollow	186	270	0.021					-
192	hollow way	194	270		0.042			Fiddle Key nail	MC2 & MC11-EC14
196	hollow way	197	270	0.001	0.003				MC1-C4
235	hollow way	230	270	0.011					-
237	hollow way	230	270		0.018				MC2-C4
246	hollow way	247	275		0.003				Late Iron Age
258	hollow way	260	270	0.01					
259	hollow way	260	270		0.002				LC2-C4
2203	hollow way	2202	270		0.019				MC1-C4

Cntxt	Feature Type	Cut	Master Number	Bone	Ceramic	Flint	Glass	Metal work	Finds Date
2405	hollow way	2407	269		0.008				LC2-C4
2406	hollow way	2407	269		0.025				-
99999							0.001	Horseshoe nail, Iron strip, lead strip	-

Table 9: Total quantities of finds

C.2 Metalwork

By Carole Fletcher

Summary

C.2.1 The assemblage is small and consists of five artefacts recovered from a variety of features and unstratified deposits across the excavated area. Few of the objects can be closely dated.

C.2.2 The objects are in a relatively stable condition with some corrosion on the lead object and the iron work being heavily encrusted.

Assemblage

C.2.3 The minimum number of objects by material is shown in the Table below. It should be noted here that a number of iron fragments identified as modern fittings for stable doors were disposed of before assessment.

Lead objects	1
Iron objects	4

Table 10: *Small finds by material*

Functional Category

C.2.4 The categories represented, as identified by Crummy (Crummy, 1988), are category 11, fastenings and fittings, and category 18, miscellaneous.

C.2.5 Two nails were recovered during the excavation, the first, SF1 (context 192; hollow way 270), has a flat head, semi-circular in profile and of a form known as a fiddle key nail. This form of horseshoe nail is common in the medieval period from the mid 11th-early 14th century. The second nail (SF2) was recovered from an unstratified deposit and is also a horseshoe nail but of a modern type still in use today.

C.2.6 Category 18, miscellaneous items, consists of two iron artefacts, the first of which, (SF3), is a twisted, thick, flattened strip curved back on itself at one end and with the other end of the strip broken. It is unclear what the item is or of what date. SF4 is a flattened strip of iron, rectangular in section, with a shaped pointed end like a nail, the other end having been broken. The strip is bent, forming three-quarters of a sub-circular ring. Its function or original form are unclear.

C.2.7 A fragment of lead (SF5) is the final miscellaneous item, a short length from a lead strip, broken at both ends and rectangular in profile. The outer surface of the lead is heavily corroded.

SF	Context	Material	Identification/Description	Date
1	192 (**194**)	Iron	Fiddle key nail	Mid 11th-early 14th century
2	99999	Iron	Horseshoe nail	Post-medieval
3	119 (**121**)	Iron	A twisted, thick, flattened strip broken at one end	Not closely datable
4	99999	Iron	Fattened strip, rectangular in section, bent forming a sub circular ring	Not closely datable
5	99999	Lead	Short length of lead strip	Not closely datable

Table 11*: Metalwork s*ummary catalogue

C.3 Flint

C.3.1 Three struck flint were recovered from the 2012 excavations comprising a possible Neolithic flake from Phase 2 context 53 (building 1), an undiagnostic struck burnt flint from Phase 2 context 103 (hollow way **269**) and Phase 3 ditch enclosure context 173 (**174**). No flint was recovered from previous field work phases.

C.4 Pottery

By Stephen Wadeson assisted by Carole Fletcher with contributions by Ed Biddulph

Introduction

C.4.1 A small assemblage of pottery totalling 92 sherds, weighing 0.530kg with an Estimated Vessel Equivalent (EVE) of 0.25 vessels was recovered during excavations at Station quarry, Steeple Morden, Cambridgeshire between 2007 and 2012 (Table 12) but not from the earlier field walking. The assemblage is Romano-British in date. The only other identified material is a single sherd of late Iron Age pottery and a sherd of medieval pottery.

C.4.2 The 2012 pottery comprised the majority of the assemblage, a total of 49 sherds (0.335kg) of which 47 were Roman. The Roman pottery (26 sherds (0.146kg)) from the 2007 excavations is included but not the post-medieval and modern material found in recent features from this work. Likewise the Roman pottery (17 sherds (0.049kg)) from the hollow way in the 2008 evaluation within the site is included in this report but not the post-medieval and modern pottery from other features and layers.

C.4.3 The pottery assemblage is significantly abraded with little evidence for surface finishes or evidence of wear and use surviving. The poor condition of the pottery can be attributed to the action of local soils and post-depositional disturbance possibly the result of ploughing or middening during the Roman and/or post Roman periods. The pottery has an average sherd weight of *c*.6g indicating that the majority of the sherds were not found at their primary site of deposition. The assemblage is sufficiently preserved to allow the material to be broadly characterised and context groups dated.

C.4.4 The earlier phase of archaeological investigation was undertaken by Oxford Archaeology South and the material recovered recorded by Ed Biddulph, his

identifications have been incorporated into this report and any errors in interpreting this data are the author's own.

Ceramic Period	Sherd Count	Weight (kg)	Weight (%)	MSW (g)
Late Iron Age	1	0.004	0.75	4.0
Romano-British	90	0.524	98.87	5.8
Medieval	1	0.002	0.38	2.0
Total	**92**	**0.530**	**100.00**	**5.8**

Table 12: *Quantity and weight of pottery by ceramic period*

Methodology

C.4.5 The assemblage was examined in accordance with the guidelines set down by the Study Group for Roman Pottery (Webster 1976; Darling 2004; Willis 2004). The total assemblage was studied and a preliminary catalogue was prepared. The pottery sherds were examined using a magnifying lens (x10 magnification) and were divided into fabric groups defined on the basis of inclusion types present. The fabric codes are descriptive and abbreviated by the main letters of the title (Sandy grey ware = SGW) vessel form was also recorded. The site archive is currently held by OA East and will be deposited with the appropriate county stores in due course.

Sampling Bias

C.4.6 The open area excavation was carried out by hand and selection made through standard sampling strategies on a feature by feature basis. There are not expected to be any inherent biases. Where bulk samples have been processed for environmental and artefactual remains, there has also been some recovery of pottery. These are small quantities of abraded sherds and have not been quantified, and serious bias is not likely to result.

Quantification

C.4.7 All sherds have been counted, classified and weighed to the nearest whole gram. Decoration and abrasion were also noted and a spot date has been provided for each individual sherd and context.

Late Iron Age Pottery

C.4.8 The earliest material identified dates from the late Iron Age and consists of a single shell tempered pottery sherd recovered from ditch **275**. The sherd weighing 4g, is heavily abraded and accounting for just 0.7% (by weight) of the assemblage, is the only evidence for Iron Age activity on or near the site of excavation.

Romano-British Pottery

C.4.9 Pottery from this period represents *c*. 99% by weight of the total assemblage, with the majority of the pottery identified comprising of locally produced utilitarian coarse wares, specifically shell tempered and unsourced sandy coarse wares.

C.4.10 Recovered from twenty-eight stratified deposits the majority of the material retrieved (*c*. 42% by weight) came from the fill of the hollow ways. The bulk of the remaining pottery was recovered from four individual buildings located alongside the hollow ways (Table 13).

Feature type	Quantity	Quantity (%)	Weight (kg)	Weight (%)	Date/Period

?ditch (**275**)	1		0.004		MC1BC-MC1AD
Hollow way (2007)	9		0.040		C3-C4
Hollow way **269**	31		0.112		
Hollow way **270**	8		0.069		
Hollow way (Total)	**49**	**53.26**	**0.205**	**38.68**	
Building 2 (slot **74**)	11	11.96	0.127	23.96	M/LC2-C4
Building 2 (slot **76**)	4	4.35	0.038	7.17	MC1-C4
Building 3 (slot **95**)	7	7.61	0.024	4.53	MC2-C4
Building 124 (2007)	7	7.61	0.069	13.02	E/MC2-C3
Building 155 (2007)	8	8.70	0.027	5.09	MC2-C4
Enclosure Ditch	4	4.35	0.030	5.66	
Modern (2007)	2	2.17	0.010	1.89	
Total	**92**	**100.00**	**0.530**	**100.00**	

Table13: *Romano-British pottery quantified by feature type including (2007) excavations*

Coarse Wares

C.4.11 The majority of the pottery recovered is of a utilitarian nature, with locally produced shell tempered wares accounting for *c*. 34% of the assemblage by weight. The bulk of these sherds are unsourced and are difficult to date unless rims are present. The production centres for shell tempered wares and the forms produced changed throughout the Roman period, however it is probable that much of Roman shell tempered wares were produced in the Lower Nene Valley between the 1st and 3rd centuries (Perrin 1996). Later shell tempered vessels identified include wares manufactured at the Harrold kilns in Bedfordshire (Tomber and Dore 1998, 115) although other more local kiln sites will have existed (Tomber and Dore 1998, 212).

C.4.12 Two shell tempered sherds within the assemblage (context 121, hollow way **269**) were initially identified as a late Saxon St Neots type ware. These sherds have subsequently been re-examined and are not St Neots although they also do not fit well into the known Roman fabrics, however the lack of post Roman pottery within the assemblage suggests they are more probably Roman in date.

C.4.13 The majority of the sherds recovered are undiagnostic and not closely datable, with only a single rim sherd present from an unspecific jar/bowl and three thick walled body sherds typically associated with storage jars identified to suggest the vessel types present within the assemblage.

C.4.14 Sandy coarse wares, primarily sandy grey wares account for the majority of the remaining coarse wares identified (*c*. 16% by weight). Pottery of this type is common in most domestic assemblages in this region throughout the Roman period. Due to the fragmented nature of the assemblage no specific vessel forms could be identified and as such only a broad date (Mid 1st to 4th centuries AD) can be assigned to the majority of sherds.

C.4.15 A small quantity of early proto sandy grey ware were also recovered, these early grey wares are referred to as 'proto' wares due to the variable consistency in colour of the fabric. This was a result of poor clay preparation and firing technologies during the first and early second centuries before the use of both the fast wheel and semi-permanent kiln became widespread (Swan 1984).

C.4.16 The coarse ware assemblage is biased towards the middle Roman period (specifically AD170/80 to 250). This is suggested by a small number of Hadham grey wares (Tomber and Dore 1998, 152) and Nene valley white wares (Tomber and Dore 1998, 119) which arrived after the late 2nd century and supported by probable Colchester sourced Black-

Burnished ware dishes (Type 6.17 and 6.18) (Tomber and Dore 1998, 131). Locally produced sandy grey wares as well as both Horningsea black surfaced grey wares and the thicker Horningsea oxidised ware (Wadeson forthcoming) generally associated with large storage jars (with a distinctive out-turned rim) are also consistent with this mid/late 2nd-mid 3rd century date.

C.4.17 A possible incised graffito was present on a black-surfaced ware base; the sherd was too fragmentary to allow the graffito to be identified, but two parallel lines extending from the edge of the base wre visible.

Fine Wares

C.4.18 A small quantity of fine wares (*c*. 14% by weight) were identified within the assemblage, the majority of this material consists of imported samian (*c.* 10% by weight) comprising six sherds. The earliest samian ware recovered is South Gaulish and consists of a single body sherd, a possible dish/platter from the potteries of La Graufesenque (Tomber and Dore 1998, 28). Belonging to the early Roman period, the sherd can not be closely dated and as such only a broad date or AD43-110 can be assigned. The sherd is one of the earliest pieces of pottery recovered during the excavation. Later samian forms identified comprise products from the kilns of Lezoux (AD120-200), Central Gaul (Tomber and Dore 1998, 32) accounting for *c*. 9.8% by weight and include a base sherd from a form 18/31 plate/bowl dating from AD120-150. Incised post firing on its basal exterior is graffito in the form of a large X. This sparse use of imported wares on rural sites is typical of low order settlements in the region (Evans 2003, 105).

C.4.19 Nene Valley colour coated fine wares (Tomber and Dore 1998, 118) account for *c*. 3.8% (by weight) of the assemblage. A Nene Valley colour-coated folded beaker (Type 3.3.6) was recovered from context 2405 (hollow way **269**). This form was first produced during the late 2nd century (Perrin 1999, 94), but was more common in the 3rd century. Produced in the Lower Nene Valley and centred on the Roman town of Durobrivae (Water Newton), the presence of Nene Valley wares, on this and other sites in the region is in part, due to the proximity of the site to the production centres in the Nene Valley and as a result should (perhaps) act as a chronological indicator for the site rather than one of status.

C.4.20 Also present was a small red colour coated sherd, reminiscent of Oxfordshire (Tomber and Dore 1998, 174) or Hadham red wares (Tomber and Dore 1998, 151), but not identical to either. The sherd may be late Roman however this is uncertain, it is possible that this may be a product of the Obelisk kilns at Harston, (PCAS 1982, 5) which lies approximately eleven miles to the north-east of Steeple Morden. During the late Roman period these kilns were producing forms stylistically close to those of the Oxford potters, and is possible evidence of a migrant potter.

C.4.21 Several small sherds of a miscellaneous red ware/oxidised fabric (early or late red wares) were also recovered, these include at least one fragment with sandy inclusions consistent with Hadham (Hertfordshire) red ware (*ibid*, 151). These red wares were produced at both Little Hadham and Much Hadham and imported into northern East Anglia from the end of the 3rd century, a trade which continued into the early 5th century. Hadham red wares and Oxfordshire red colour coat wares were produced by the domestic market to replace samian, which by the 3rd century AD ceased to be imported into Britain.

Fabric	Fabric Code	Quantity	Weight (kg)	Weight (%)
Shell tempered ware	STW	19	0.190	35.85

Sandy grey ware	SGW	21	0.093	17.55
Central Gaulish samian	CGSAM	5	0.052	9.81
Colchester black burnished ware	COL BBW	6	0.044	8.30
Horningsea oxidised ware	HORN OX	1	0.024	4.53
Black surfaced Horningsea grey ware	HORN R04	4	0.023	4.34
Sandy grey ware (Proto)	SGW (Proto)	2	0.023	4.34
Nene Valley colour coat	NVCC	12	0.020	3.77
Sandy reduced ware	SRW	1	0.016	3.02
Hadham grey ware	HAD GW	4	0.014	2.64
Black surfaced ware	BSW	2	0.010	1.89
Nene Valley white ware	NVWW	2	0.005	0.94
Miscellaneous red ware	MISC RW	4	0.004	0.75
Sandy reduced ware (Fine)	SRW (Fine)	3	0.004	0.75
South Gaulish samian	SGSAM	1	0.003	0.57
Miscellaneous	MISC WARE	2	0.002	0.38
Black surfaced red ware	BSRW	1	0.001	0.19
Miscellaneous colour coat	MISC CC	1	0.001	0.19
Miscellaneous coarse ware	MISC CW	1	0.001	0.19
	Total	**92**	**0.530**	**100.00**

Table 14: *The Romano-British pottery quantified by fabric*

Medieval pottery

C.4.22 A single quartz and calcareous tempered sherd (2g) was recovered from context 171 (hollow way **270**), tentatively identified as a sherd of South Lincolnshire, Baston-type and is most likely intrusive, the result of later farming practices.

Discussion

C.4.23 This is a small assemblage, largely recovered from stratified deposits, predominately Romano-British with a small element of Late Iron Age material. Situated close to Ermine Street, Steeple Morden, is ideally located to receive traded ceramics from both domestic and continental sources. Although continental imports are present within the assemblage they form only a small group within what is mainly an assemblage consisting of locally produced an unsourced domestic coarse wares especially shell tempered wares and late Roman colour coat wares. The fabrics and forms where present are typical of a utilitarian domestic assemblages recovered from low order settlements within this region (Evans 2003, 105).

C.4.24 The small number of sherds recovered during excavation is common on many rural sites and is consistent with the evidence for low order occupation as suggested by the presence of a small number of buildings on the site.

Acknowledgements

C.4.25 Special thanks to Alice Lyons, OA East for her support and specialist knowledge of Roman pottery.

Pottery Catalogue

Site Code	Context	*Master Number*	Fabric	Qty	Wgt (kg)	Basic Form	Des	Date Range
STM SQA 12	23	269	SRW (Fine)	1	0.002		U	MC1-C3
STM SQA 12	73	Building 2	HAD GW	2	0.004		U	AD170-410
STM SQA 12	73	Building 2	SGW	2	0.007		U	MC1-C4
STM SQA 12	73	Building 2	STW	1	0.002		U	C1-C2
STM SQA 12	73	Building 2	STW	1	0.010		U	C1-C2
STM SQA 12	73	Building 2	STW	1	0.035	S/Jar	U	C1-C3
STM SQA 12	73	Building 2	STW	2	0.012		U	C1-C2
STM SQA 12	73	Building 2	STW	2	0.057	S/Jar	U	C1-C3
STM SQA 12	75	Building 2	SGW	3	0.022		UB	MC1-C4
STM SQA 12	75	Building 2	SRW	1	0.016		U	MC1-C4
STM SQA 12	94	Building 3	CGSAM	3	0.008	Bowl	R	AD120-200
STM SQA 12	94	Building 3	SGW	1	0.006		U	MC1-C4
STM SQA 12	94	Building 3	SRW (Fine)	1	0.001		U	MC1-MC2
STM SQA 12	94	Building 3	STW	2	0.009	Jar	U	C1-C2
STM SQ 07	103	269	CGSAM	1	0.001		U	AD120-200
STM SQA 12	103	269	HORN R04	1	0.003		U	C2-C4
STM SQ 07	103	269	MISC CC	1	0.001		U	C3-C4
STM SQA 12	103	269	MISC RW	1	0.001		U	MC1-C4
STM SQA 12	103	269	SGW	1	0.004		U	MC2-C4
STM SQA 12	103	269	SGW	1	0.005		U	MC1-C4
STM SQ 07	103	269	SGW (Proto)	1	0.019		U	MC1-MC2
STM SQ 07	103	269	STW	2	0.006		U	C1-C4
STM SQA 12	109	269	SGW	3	0.004		U	MC1-C4
STM SQ 07	112	269	HORN OX	1	0.024	S/Jar	U	C2-C3
STM SQA 12	119	269	HORN R04	1	0.004		U	C2-C4
STM SQA 12	119	269	HORN R04	2	0.016		U	C2-C4
STM SQA 12	119	269	SGW	2	0.002		U	MC1-C4
STM SQA 12	119	269	SGW (Proto)	1	0.004		U	LC1-C2
STM SQ 07	121	269	COL BBW	3	0.021	Bead Rim Dish	U	AD125-410
STM SQ 07	121	269	SGW	1	0.003		U	MC1-C4
STM SQ 07	121	269	STW	1	0.010		U	AD43-410
STM SQ 07	121	269	STW	1	0.011	Jar/Bowl	U	AD43-410
STM SQ 07	128	270	SGSAM	1	0.003	Dish/Platter	B	AD43-110
STM SQ 07	140	270	MISCELLANEOUS	1	0.001		U	NCD
STM SQ 07	140	270	SGW	1	0.003		U	MC1-C4
STM SQ 07	141	270	STW	1	0.006		U	C1-C4
STM SQ 07	144	269	?COL BBW	1	0.005	Plain Rim Dish		AD125-410
STM SQ 07	144	269	HAD GW	2	0.010		U	AD170-410
STM SQ 07	146	271	SRW (Fine)	1	0.001		U	MC1-C4
STM SQ 07	148	270	MISC RW	1	0.001		U	MC1-C4
STM SQ 07	150	271	?NVWW	1	0.004		U	AD180-410
STM SQ 07	150	271	MISCELLANEOUS	1	0.001		U	NCD

Site Code	Context	*Master Number*	Fabric	Qty	Wgt (kg)	Basic Form	Des	Date Range
STM SQ 07	150	271	SGW	1	0.005		U	MC1-C4
STM SQA 12	171	270	MISC CW	1	0.001		U	?AD43-410
STM SQA 12	171	270	BASTON TYPE	1	0.002		U	C13-C14
STM SQ 07	172	270	BSW	2	0.010		B	AD43-410
STM SQA 12	173	-	MISC RW	1	0.001		U	MC1-C4
STM SQA 12	173	-	SGW	3	0.029		U	MC1-C4
STM SQA 12	192	270	CGSAM	1	0.043	Plate/Bowl	B	120-150
STM SQA 12	196	270	SGW	1	0.003		U	MC1-C4
STM SQA 12	237	270	COL BBW	2	0.018	Dish	B	AD125-410
STM SQA 12	246	275	STW	1	0.004		U	MC1BC-MC1AD
STM SQA 12	259	270	?NVWW	1	0.001		U	AD180-410
STM SQA 12	259	270	BSRW	1	0.001		U	MC1-C3
STM SQA 08	2203	270	STW	1	0.019		U	MC1-C4
STM SQA 08	2405	269	MISC RW	1	0.004		U	MC1-C4
STM SQA 08	2405	269	STW	1	0.004		U	MC1-C4
STM SQA 08	2406	269	NVCC	12	0.020	Folded Beaker	U	AD170-300
STM SQA 08	2406	269	STW	2	0.005		U	MC1-C4

Table 15: *Pottery catalogue*

C.5 Glass and CBM

Assemblage

C.5.1 The assemblage contains a single typological form – bottles. The bottle sherds are small and moderately abraded. One of the glass bottles is a single rim sherd possibly from a Roman bottle of indeterminate form whilst the other appears to be 19th century or later.

Context	Master Number	Material	Object Name	Weight in kg	Description	Date
113	269	Glass	? Bottle /flask	0.003	?Roman clear blue/green glass. Surfaces are rough to the touch, rim ?folded flattened surface, rounded thickened edge, part of internal rim survives. The shard has broken at the join of rim and neck	1st-4th century
118	270	Glass	Bottle	0.002	Neck shard from a clear glass (with blue tint) bottle neck. Traces of a vertical mould line can be seen on the glass.	19th- 20th century

Table 16: *Glass Summary Catalogue*

C.5.2 There were two ceramic tile fragments recovered from context 22 (hollow way **269**) comprising a possible Roman tegula (49g) and a post-medieval fragment.

APPENDIX D. ENVIRONMENTAL REPORTS

D.1 Animal Bone

By Chris Fane

D.1.1 The animal bone assemblage recovered from the excavation consisted of only of 10 fragments (0.063kg). Only 2 identifiable fragments were recovered consisting of fragmentary cattle 3rd molars from hollow way **270** contexts 185 and 235. The remainder of the assemblage consists of unidentifiable large and medium mammal fragments. The assemblage is too small to be of interest.

D.2 Environmental samples

By Rachel Fosberry

Introduction

D.2.1 Five bulk samples were taken during the excavation to determine whether plant remains are present, their mode of preservation and whether they are of interpretable value with regard to domestic, agricultural and industrial activities, diet, economy and rubbish disposal.

Methodology

D.2.2 A single bucket (up to ten litres) of each of the selected samples were processed by tank flotation for the recovery of charred plant remains, dating evidence and any other artefactual evidence that might be present. The flot was collected in a 0.3mm nylon mesh and the residue was washed through a 0.5mm sieve. Both flot and residue were allowed to air dry. The dried residue was passed through 5mm and 2mm sieves and a magnet was dragged through each resulting fraction prior to sorting for artefacts. Any artefacts present were noted and reintegrated with the hand-excavated finds. The flot was examined under a binocular microscope and the presence of any plant remains.

Results

D.2.3 All of the samples were devoid of plant remains other than modern rootlets.

D.3 Pollen sample

By Sylvia Peglar

Introduction

D.3.1 A column sample was collected from paleochannel fill 251 (Fig. 12, S.18). Elizabeth Huckerby, Environmental Manager at Oxford North, prepared the sample. It was accessed at 6-7cm and at 23-25cm and although a few possible pollen fragments were found, none were identifiable.

Appendix E. Bibliography

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APPENDIX F. OASIS REPORT FORM

All fields are required unless they are not applicable.

Project Details

OASIS Number	oxfordar3-142499		
Project Name	Excavation of Avenell Way: A Roman Trackway at Station Quarry, Steeple Morden, Cambridgeshire		
Project Dates (fieldwork) Start	20-08-2012	Finish	27-09-2012
Previous Work (by OA East)	No	Future Work	No

Project Reference Codes

Site Code	STMSQA12	Planning App. No.	N/A
HER No.	CHER ECB 3921	Related HER/OASIS No.	CHERs 17887 and 18101

Type of Project/Techniques Used

Prompt: General structure plan/local plan/minerals plan guidance"

Please select all techniques used:

☐ Field Observation (periodic visits)	☐ Part Excavation	☐ Salvage Record
☐ Full Excavation (100%)	☐ Part Survey	☐ Systematic Field Walking
☒ Full Survey	☐ Recorded Observation	☐ Systematic Metal Detector Survey
☐ Geophysical Survey	☐ Remote Operated Vehicle Survey	☐ Test Pit Survey
☒ Open-Area Excavation	☐ Salvage Excavation	☐ Watching Brief

Monument Types/Significant Finds & Their Periods

List feature types using the NMR Monument Type Thesaurus and significant finds using the MDA Object type Thesaurus together with their respective periods. If no features/finds were found, please state "none".

Monument	Period	Object	Period
Trackway	Roman 43 to 410	flint	Late Prehistoric -4k to 43
Structures	Roman 43 to 410	pot, bone,pin, glass	Roman 43 to 410
Field Systems	Post Medieval 1540 to 1901	pottery,	Post Medieval 1540 to 1901

Project Location

County	Cambridgeshire	Site Address (including postcode if possible)	
District	South Cambridgeshire	Station Quarry, 75 station Road, Steeple Morden, Royston, Cambridgeshire SG8 ONX	
Parish	Steeple Morden		
HER	Cambridgeshire County Council		
Study Area	23 ha	National Grid Reference	3078 3939

Project Originators

Organisation	OA EAST
Project Brief Originator	n/a
Project Design Originator	Oxford Archaeology
Project Manager	Richard Mortimer
Supervisor	Rob Atkins

Project Archives

Physical Archive	Digital Archive	Paper Archive
Cambridgshire County Council store	O A East	Cambridgeshire County Council store
STMSQA12	STMSQA12	STMSQA12

Archive Contents/Media

	Physical Contents	Digital Contents	Paper Contents
Animal Bones	☒	☒	☐
Ceramics	☒	☒	☒
Environmental	☒	☒	☒
Glass	☒	☒	☐
Human Bones	☐	☐	☐
Industrial	☐	☐	☐
Leather	☐	☐	☐
Metal	☒	☒	☒
Stratigraphic		☒	☒
Survey		☒	☒
Textiles	☐	☐	☐
Wood	☐	☐	☐
Worked Bone	☒	☒	☐
Worked Stone/Lithic	☒	☒	☐
None	☐	☐	☐
Other	☐	☐	☐

Digital Media	Paper Media
☒ Database	☐ Aerial Photos
☐ GIS	☒ Context Sheet
☐ Geophysics	☒ Correspondence
☒ Images	☐ Diary
☒ Illustrations	☒ Drawing
☐ Moving Image	☐ Manuscript
☐ Spreadsheets	☒ Map
☒ Survey	☒ Matrices
☒ Text	☐ Microfilm
☐ Virtual Reality	☐ Misc.
	☒ Research/Notes
	☒ Photos
	☒ Plans
	☒ Report
	☒ Sections
	☒ Survey

Notes:

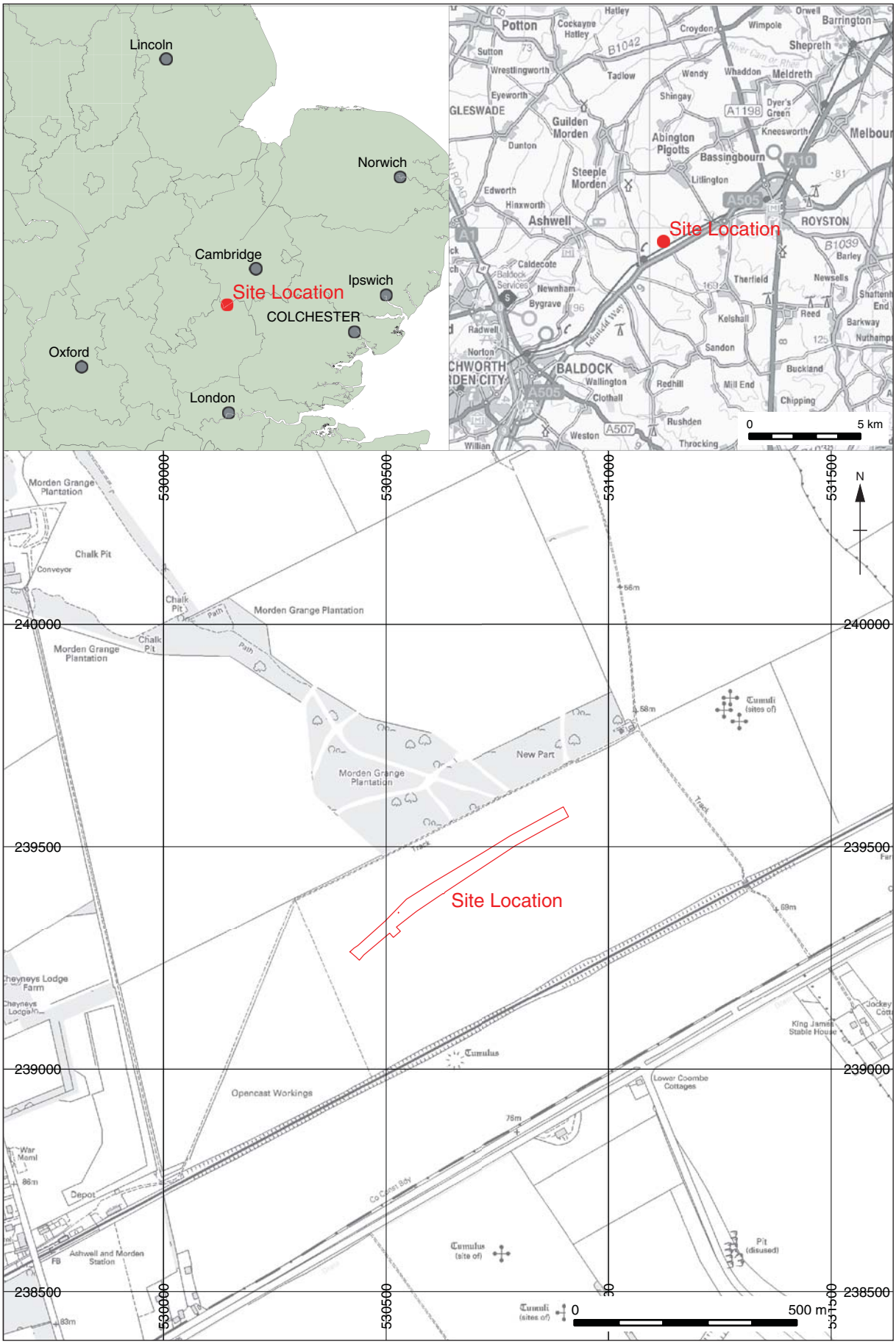

Figure 1: Site location

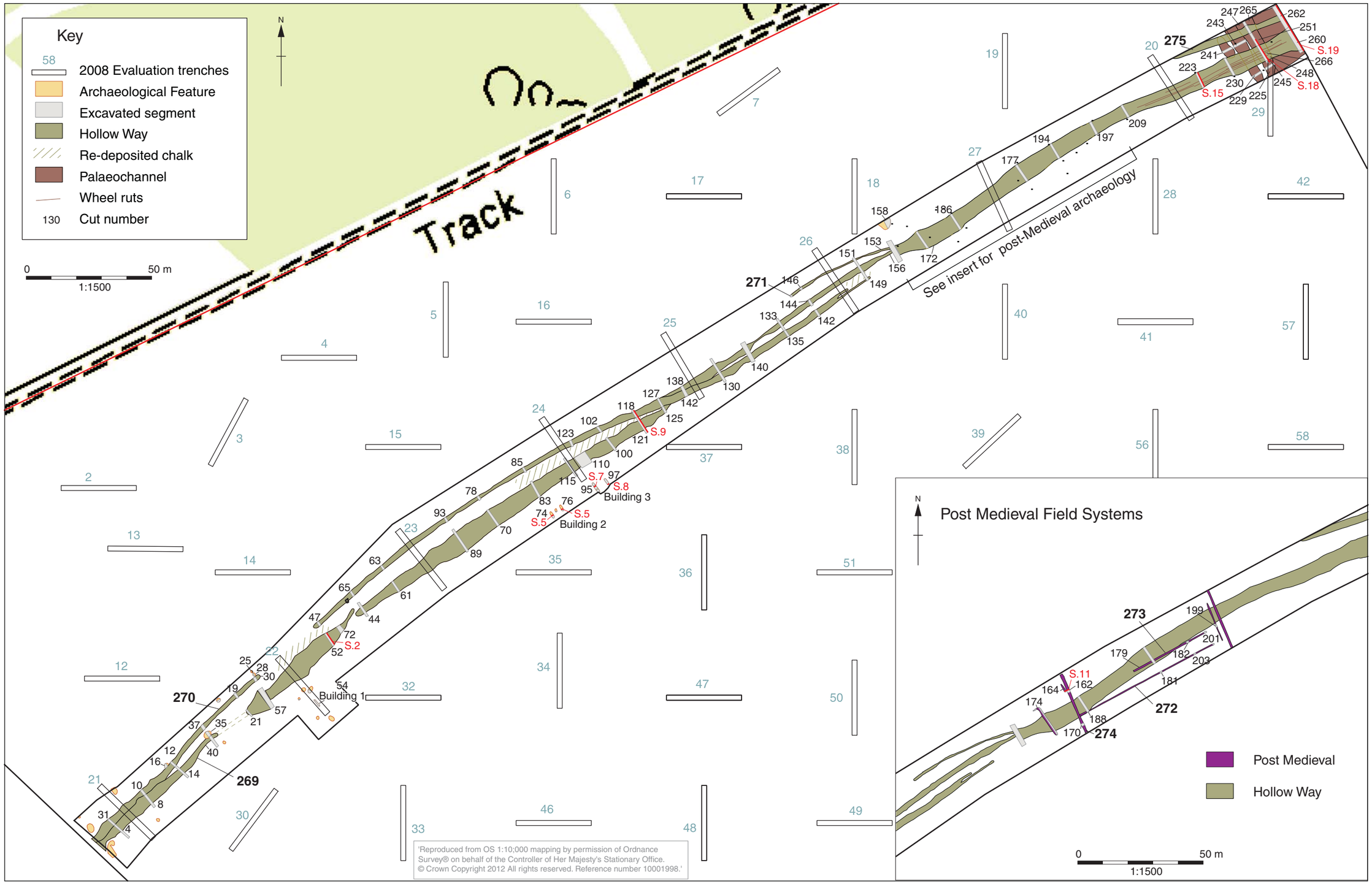

Figure 2: Excavation area including 2008 Evaluation trenches

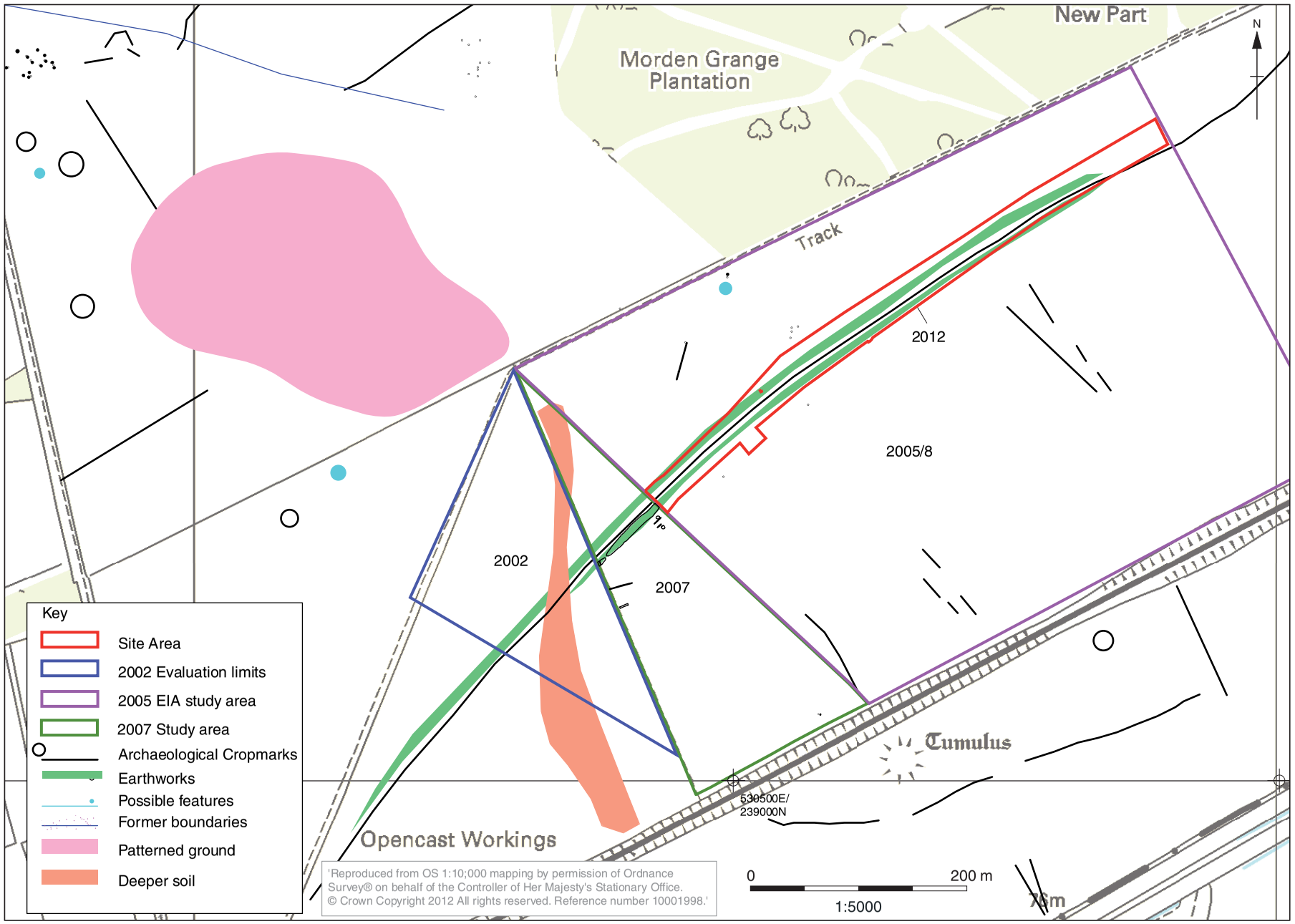

Figure 3: Archaeological features within the 2002, 2007 and 2012 excavation areas

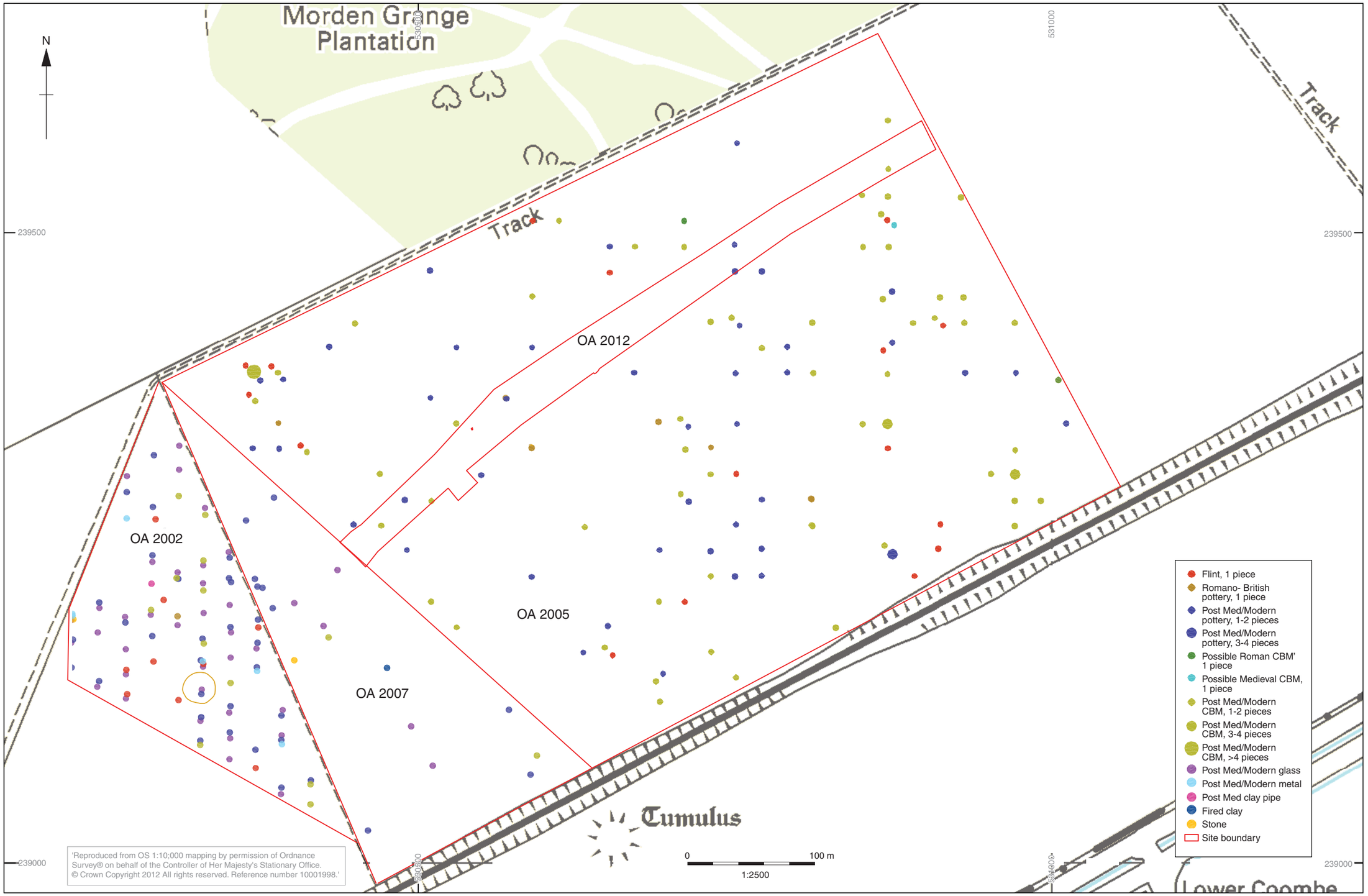

Figure 4: Principal field walking finds within the 2002, 2007 and 2012 excavation areas

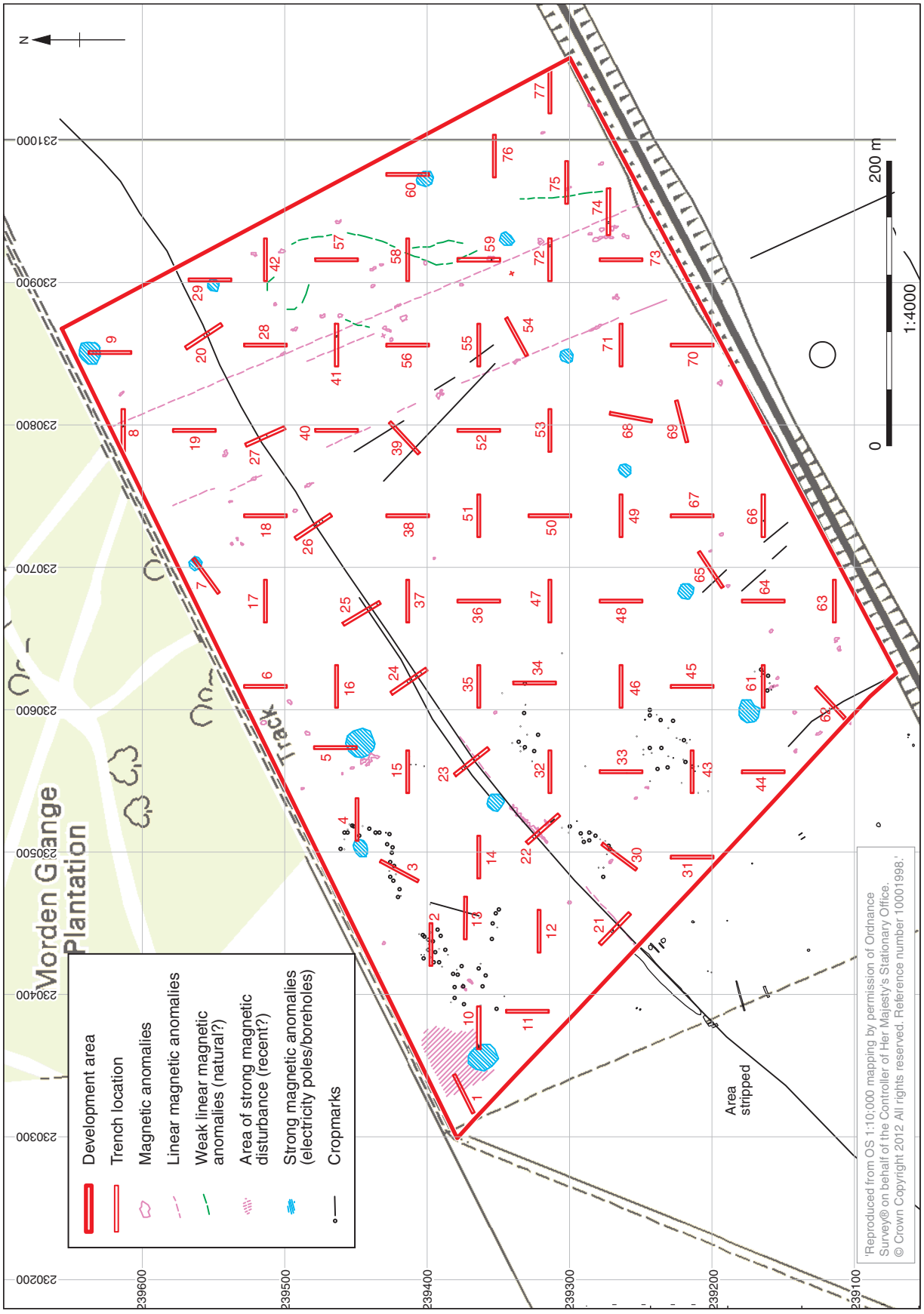

Figure 5: Former evaluation trenches within the excavation area overlaying cropmarks and geophysical survey

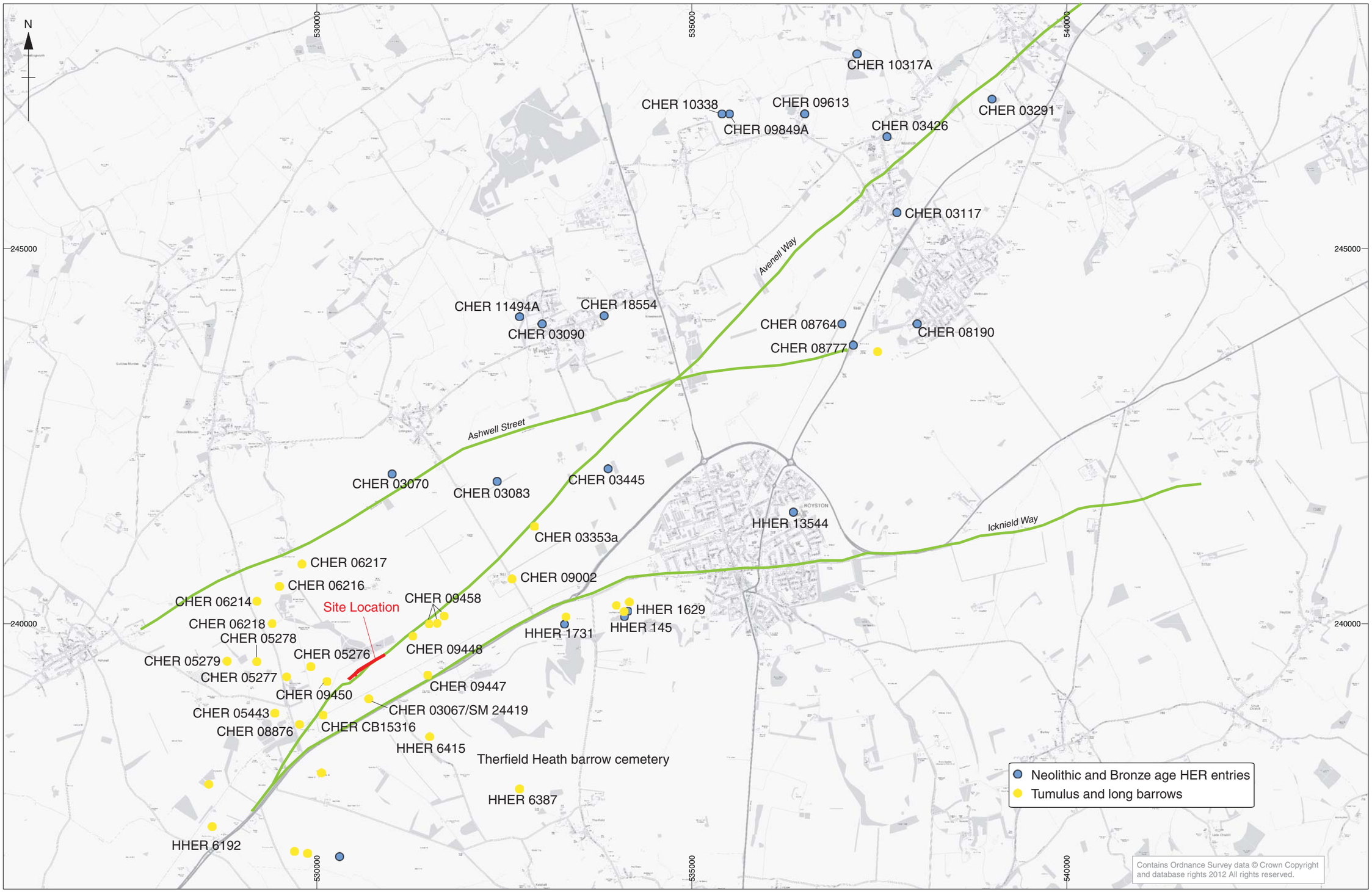

Figure 6: Neolithic and Bronze Age HER records with tumulus and long barrows.

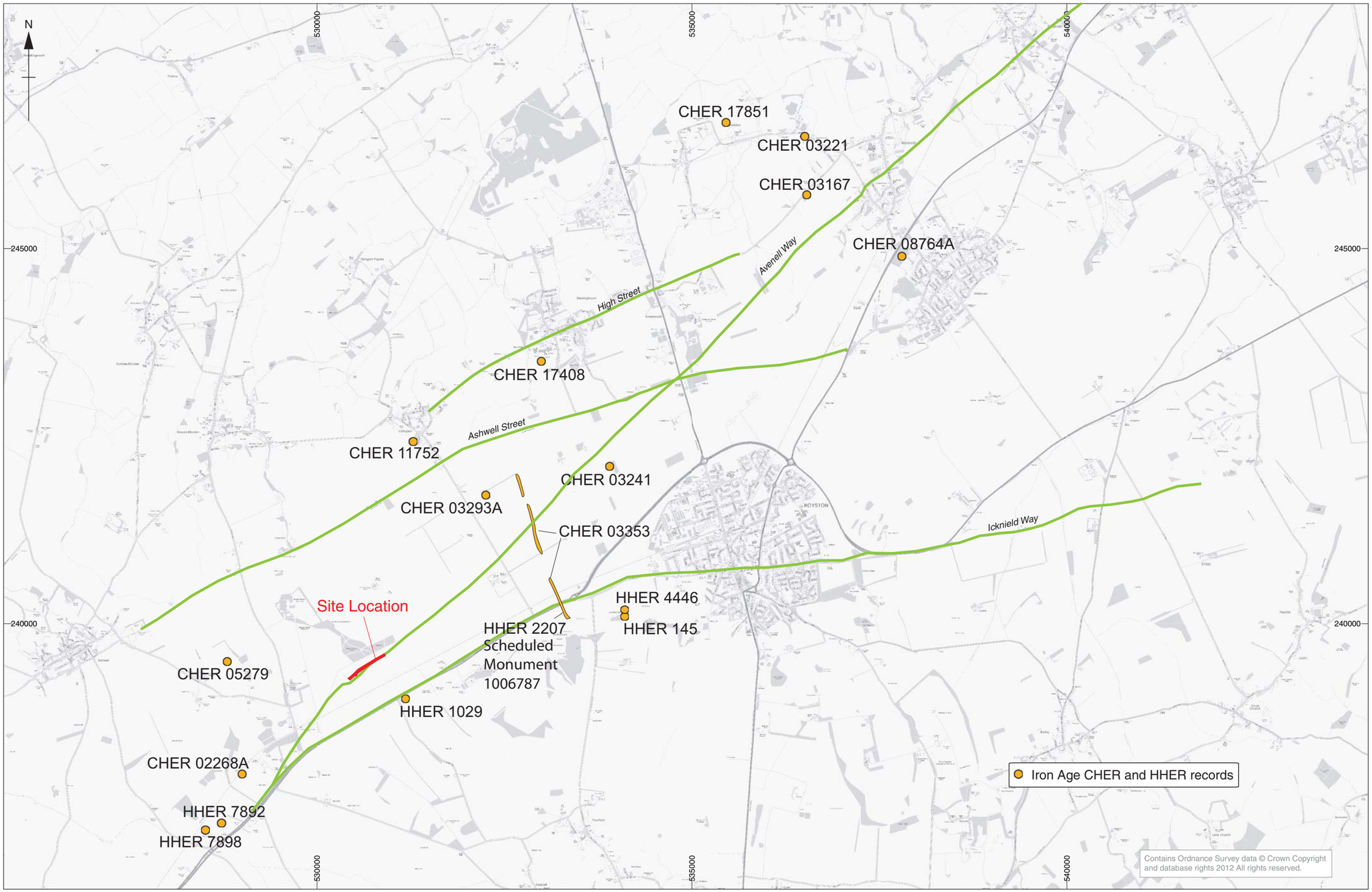

Figure 7: Iron Age HER records

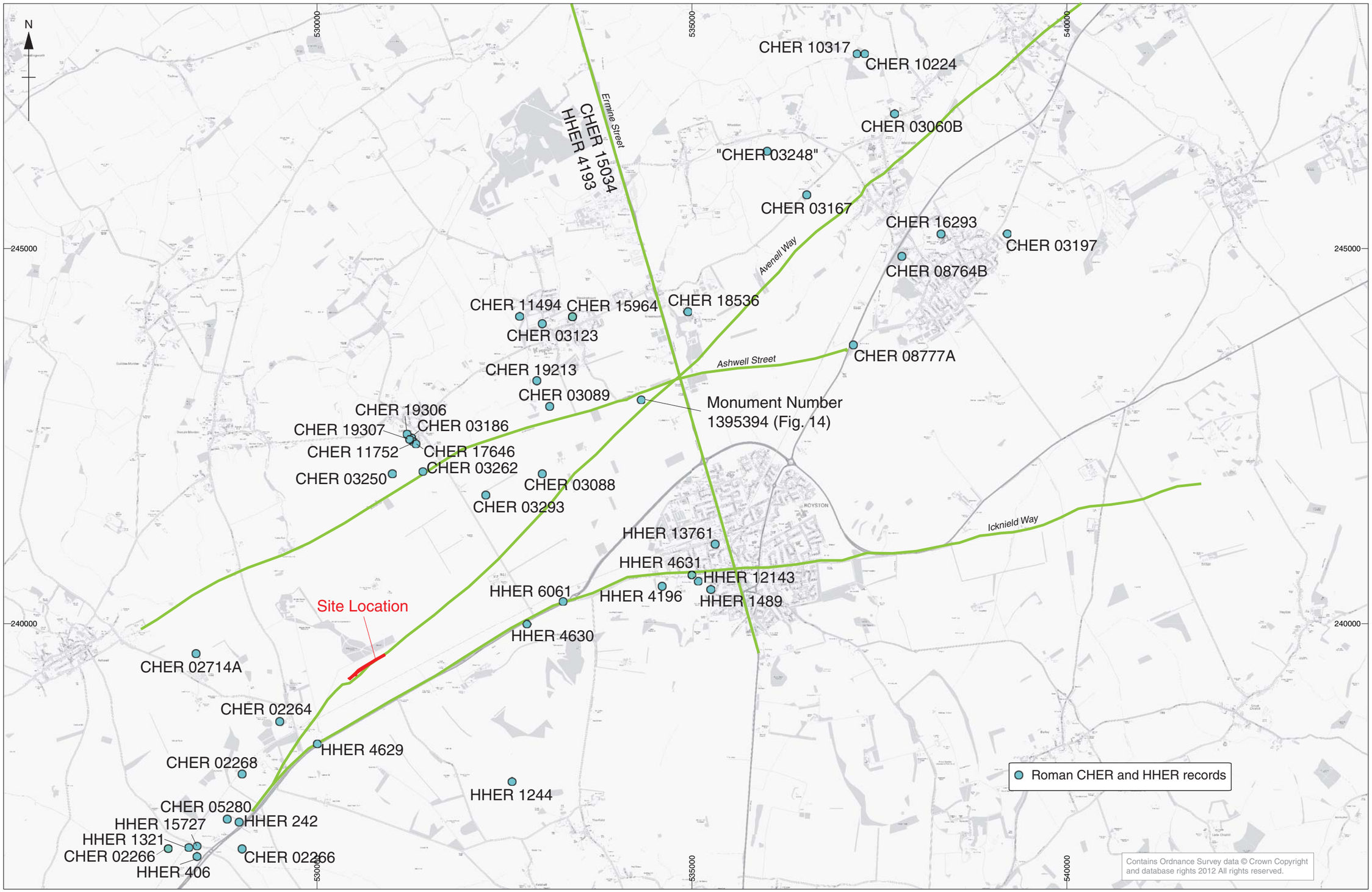

Figure 8: Roman CHER and HHER records

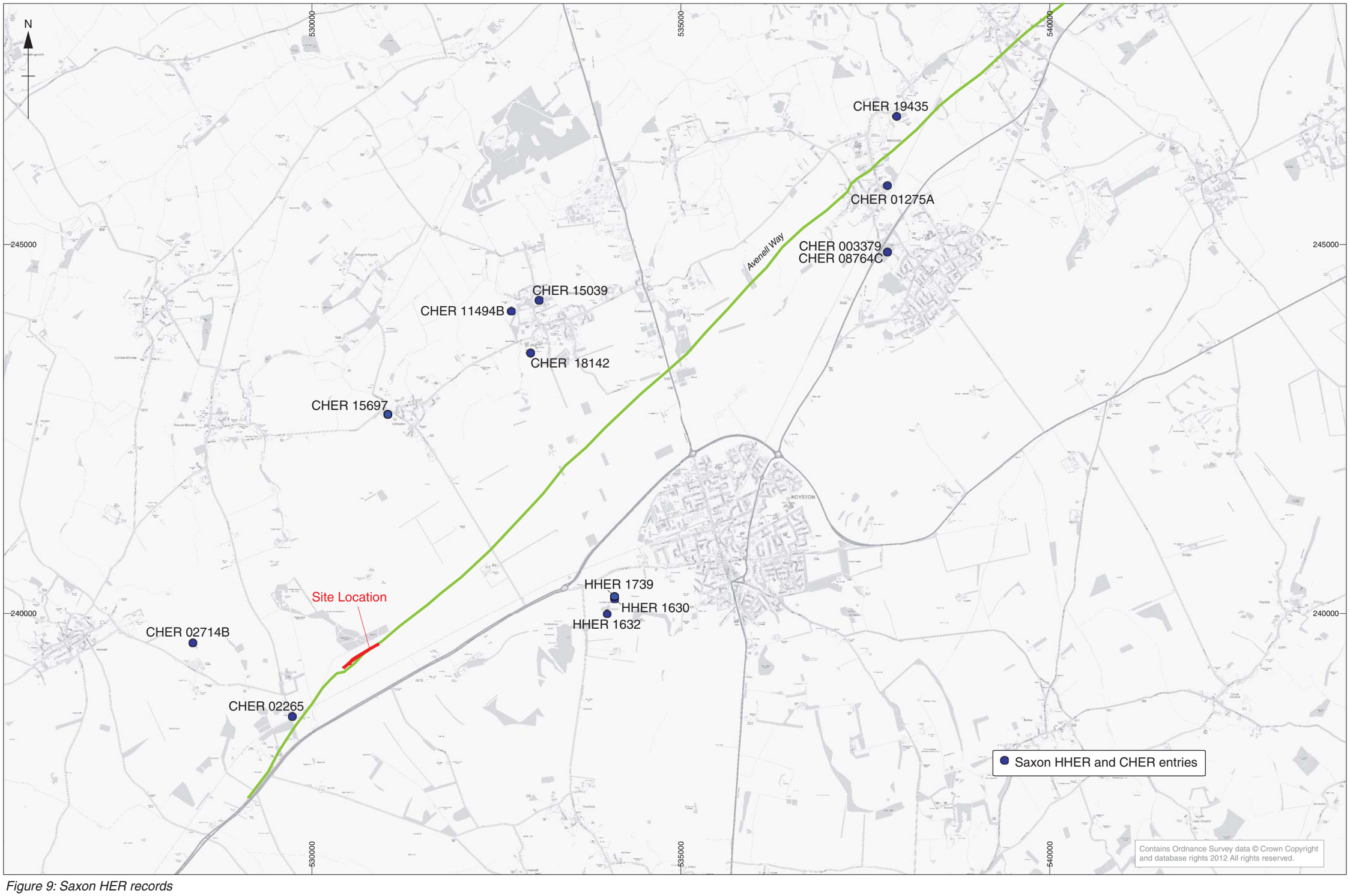

Figure 9: Saxon HER records

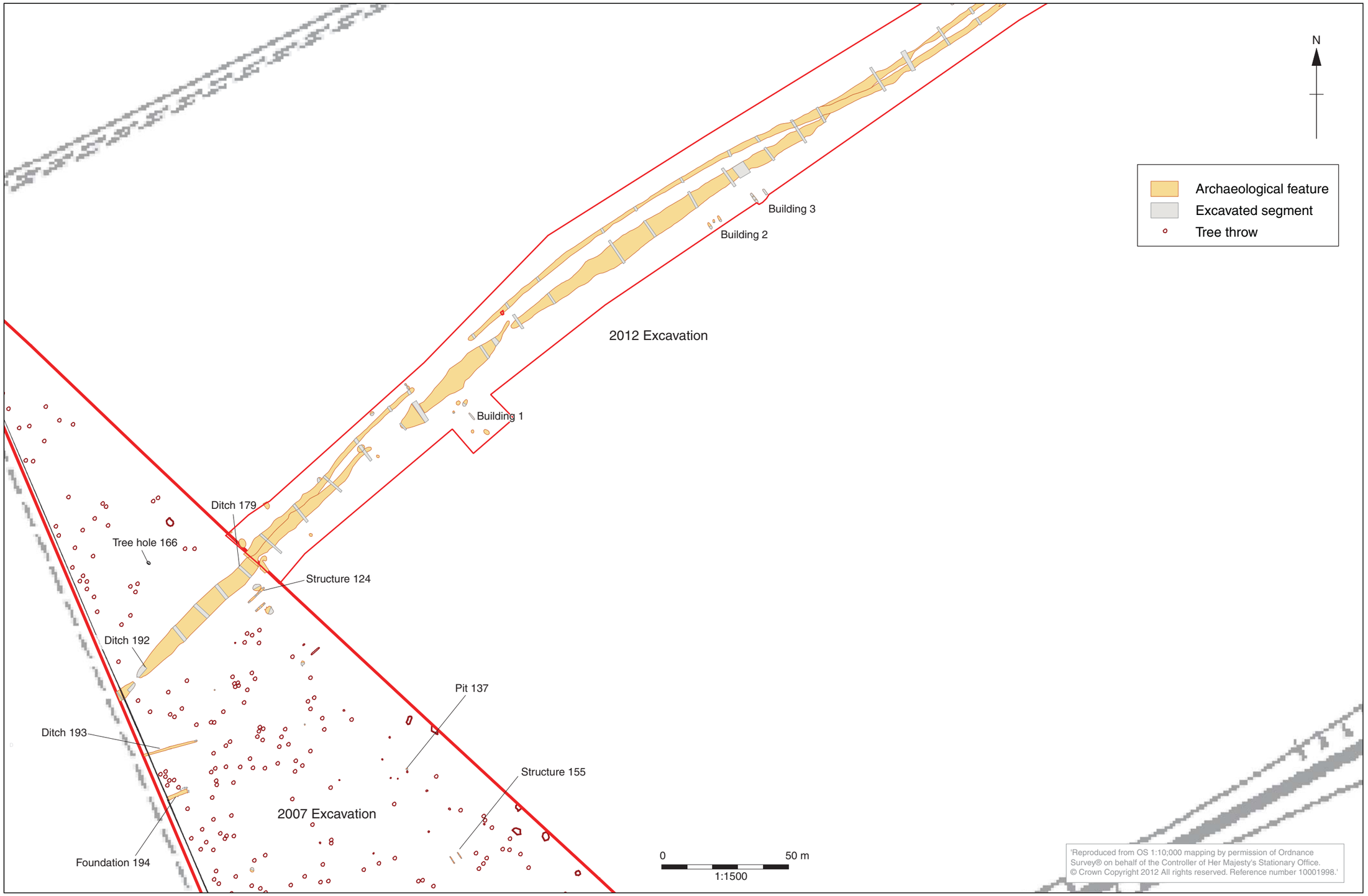

Figure 10: Structures within 2007 and 2012 excavation areas

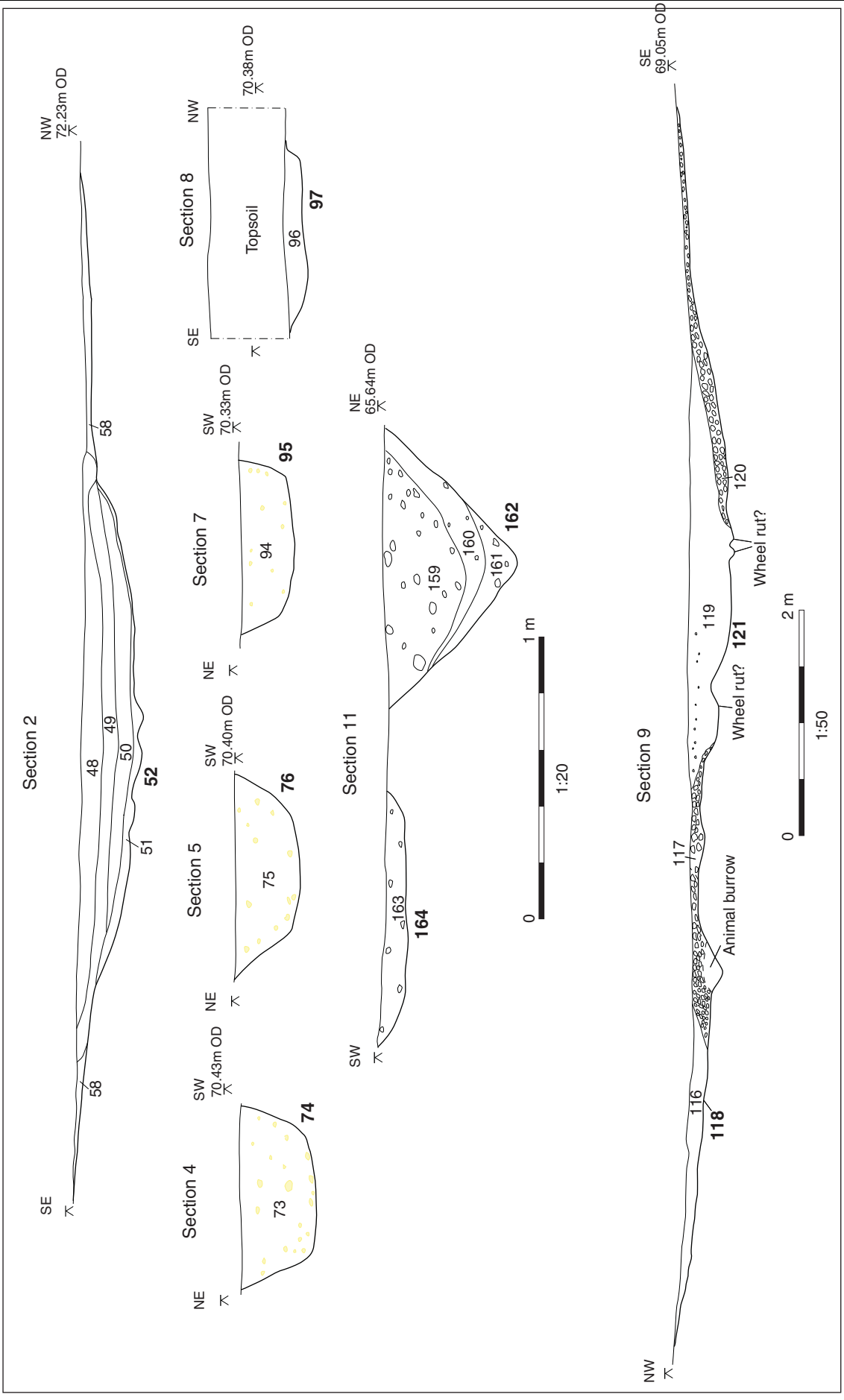

Figure 11: Selected sections

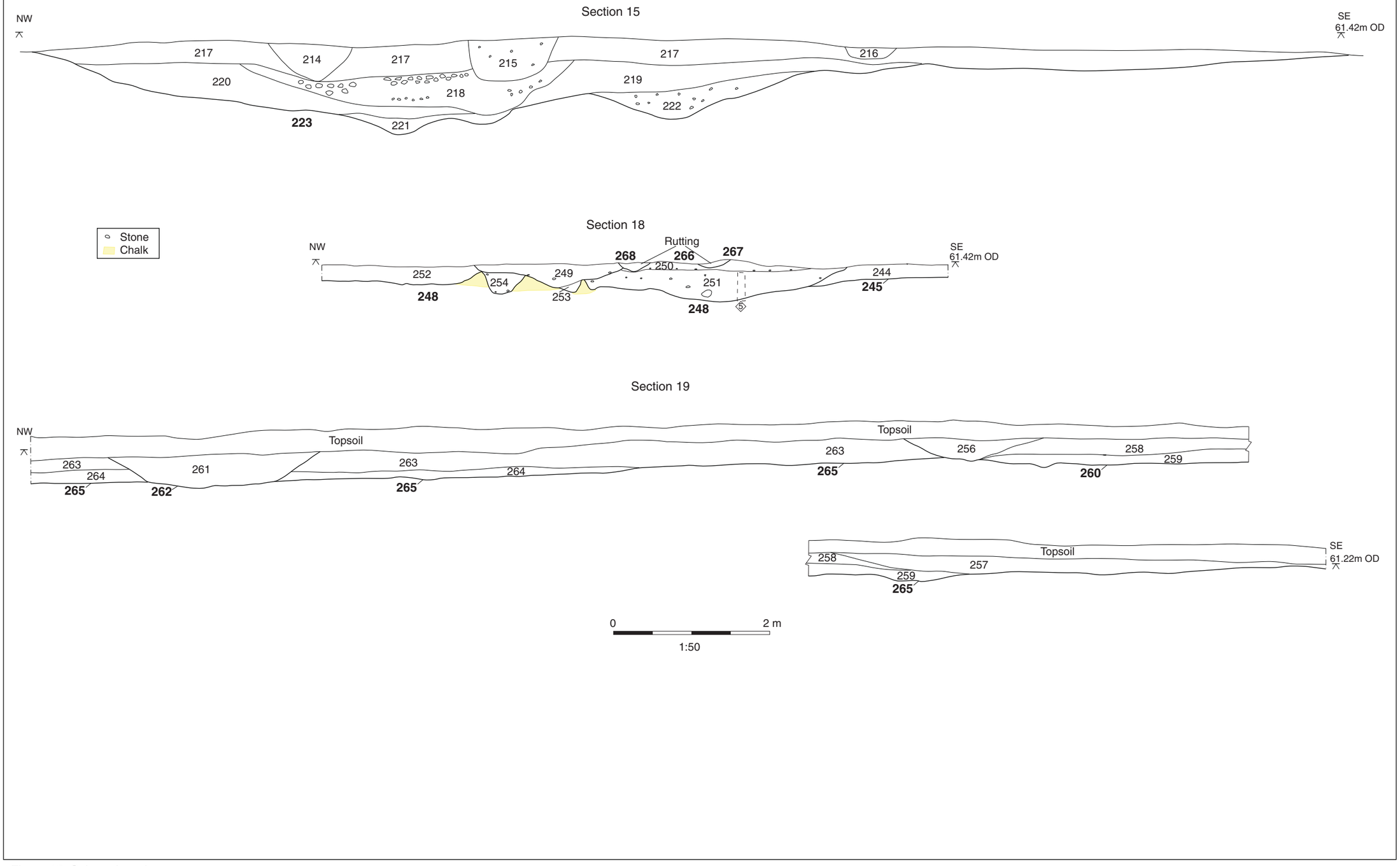

Figure 12: Selected sections

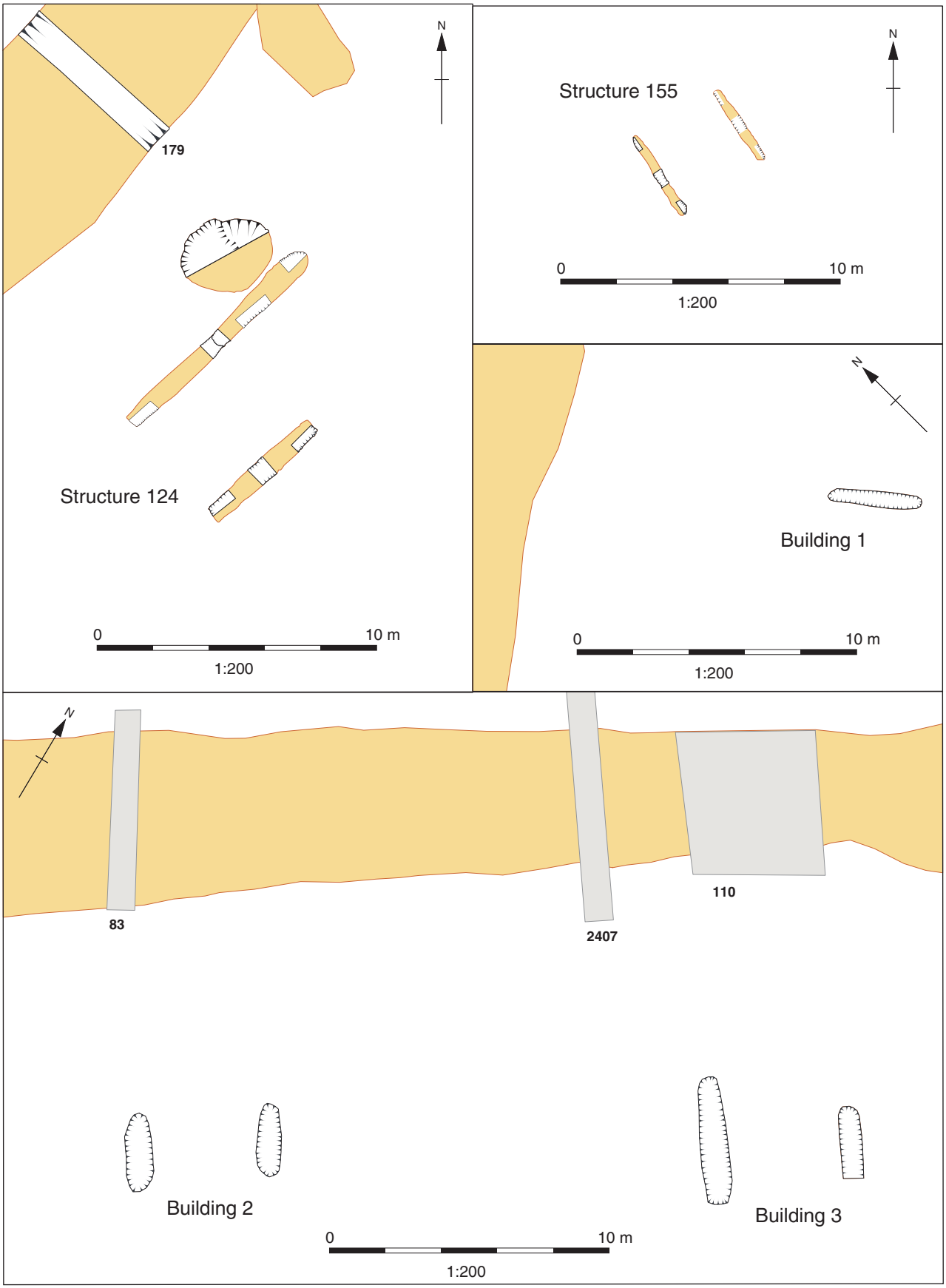

Figure 13: Five Roman beam slot buildings excavated in 2007 and 2012

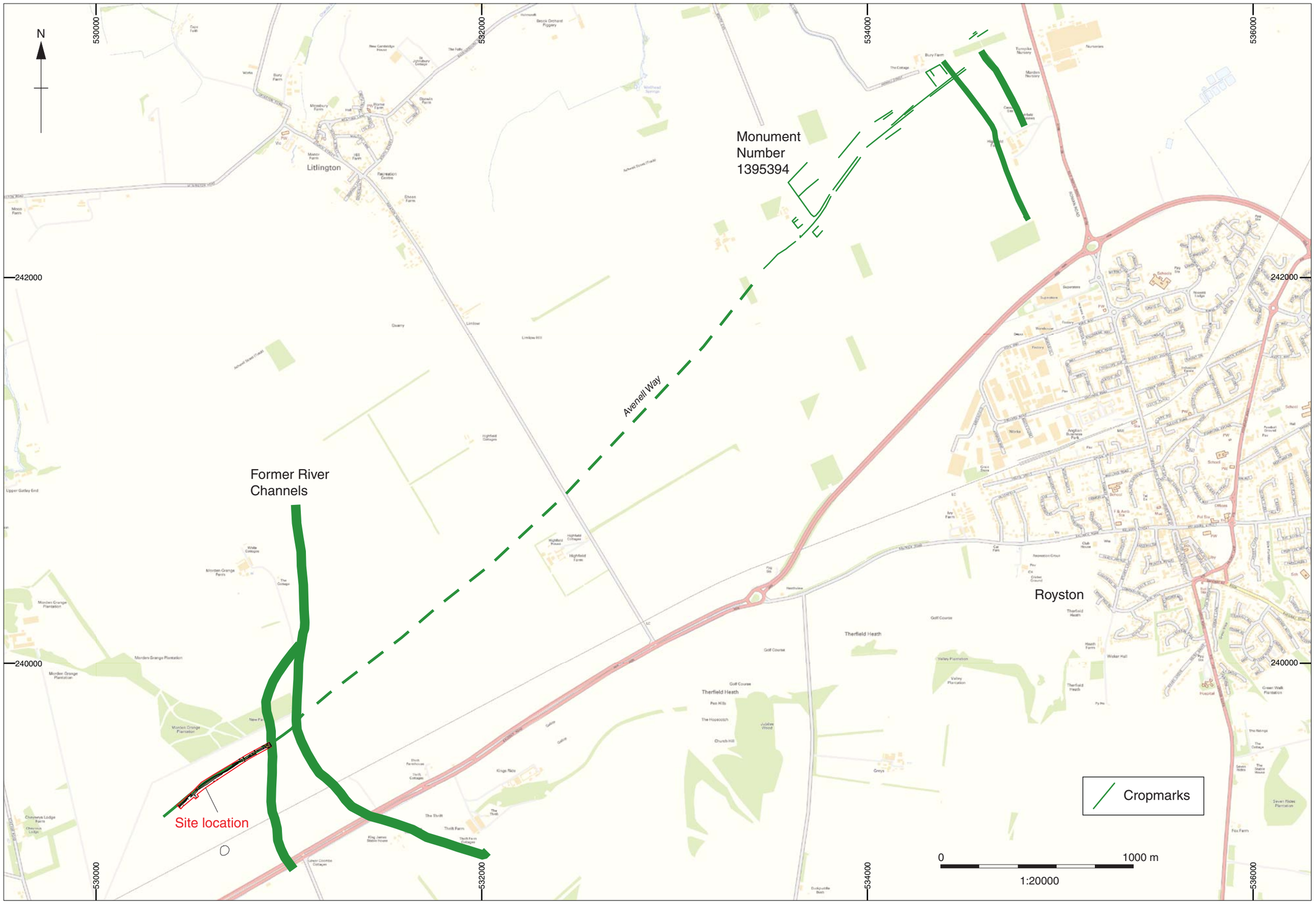

Figure 14: Cropmarks in the vicinity of the site

Plate 1: Prehistoric channels run east to west across site overlaid by causeway cut with rutting marks (looking east from crane)

Plate 2: Trackways 269 and 270 run north-west to south-east along the site (looking east from crane)

Plate 3: Trackways 269 and 270 cross over (looking north-east from crane)

Plate 4: Trackways 269 and 270 cross over (looking west from crane)

Plate 5: Trackway 269 and building 2 (looking south from crane)

Plate 6: Excavation of slots 110 and 115 with rutting shown (looking south from crane)

Plate 7: Slot 115 showing rutting and backfill of hollow way (looking east)

Plate 8: General shot with ground rising at slot 110 and hollow way becoming less deep (looking east)

Plate 9: Trackway causeway 270 cutting into former channel deposits (looking north)

Plate 10:Trackway causeway 270 cutting into former channel deposits -wheel ruts are backfilled with chalk etc. (looking north-east)

Plate 11: Camber of former trackway 270 (looking east)

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