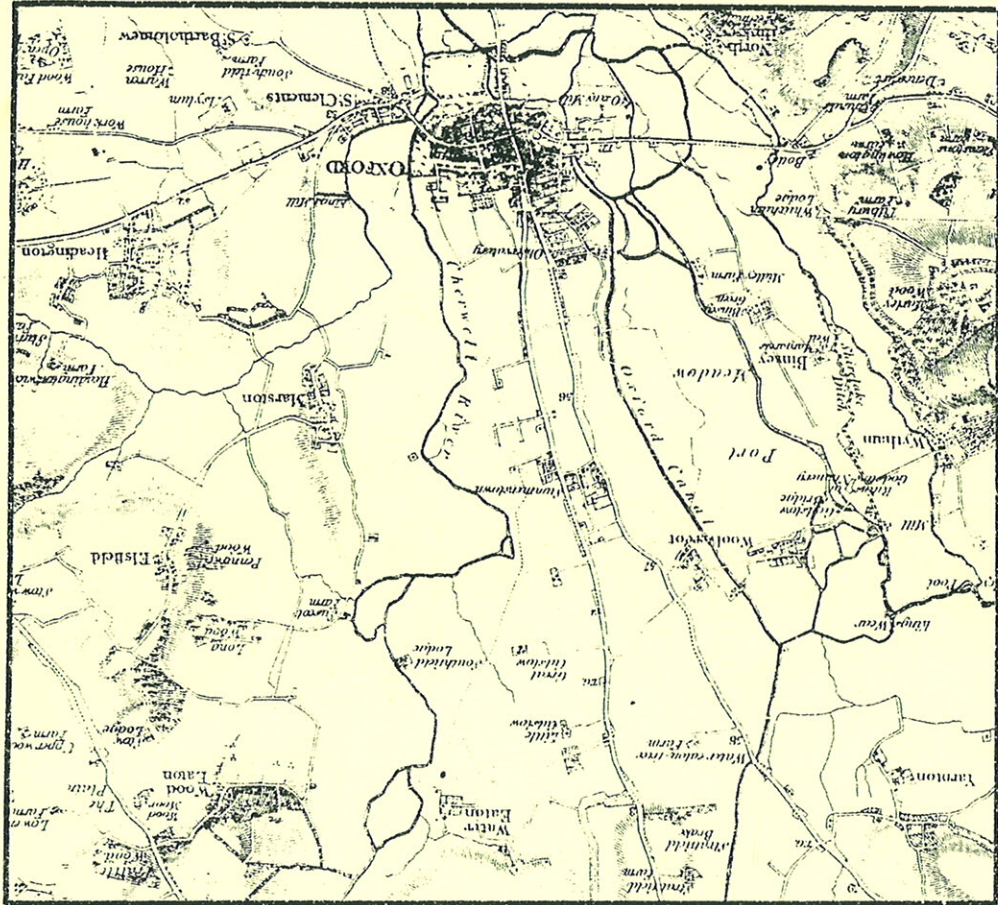
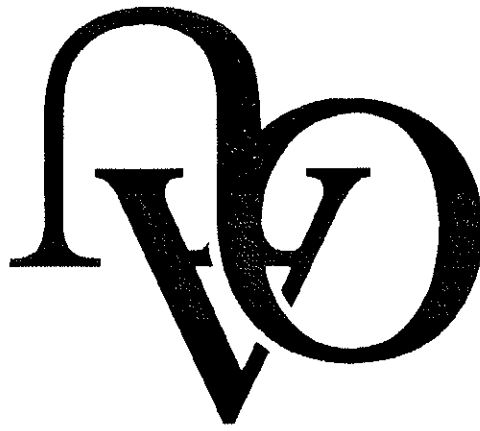


A40
North of Oxford Improvement
Scheme Archaeological
Assessment



OXFORD ARCHAEOLOGICAL UNIT
July 1992

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July 1992



Stage 1: Desk-Top Study

A40
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A40 North of Oxford Improvement Scheme

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A40 North of Oxford Improvement Scheme

1. Introduction

1.1 This Desk-top study covers a 500 m corridor along the length of the A40 improvement scheme and constitutes Stage 1 towards the final Environment Statement. The study is being undertaken by OAU as sub-consultants to Rendel, Palmer and Tritton, Development and Engineering Consultants for the Department of Transport.

1.2 The brief was specifically to look at sources of archaeological information; historic buildings and the historic significance of the landscape fall outside the scope of this study and are subjects considered by the main consultants.

1.3 Archaeological sites, features and find spots, including such elements of industrial archaeology as the Oxford Canal and various railway lines, both current and disused, have been plotted on a base map at scale 1:10,000. An accompanying gazetteer is provided.

1.4 A general over-view of the area beyond the confines of the corridor was made to ensure that important sites with implications beyond their immediate vicinity were not omitted, and that the overall archaeological context of the route is appreciated.

2. Sources

The following sources of information have been consulted:-

(i) The Sites and Monuments Record (SMR) for the county of Oxfordshire, in the Centre for Oxfordshire Studies, (Department of Leisure and Arts).

(ii) The National Archaeological Record, held by the Royal Commission on the Historical Monuments of England (RCHME).

(iii) Air photographs, both vertical and oblique, held by Oxfordshire County Council SMR, RCHME, Cambridge University AF Library, and by OAU; air photographs of the route held by Rendel, Palmer and Tritton.

(iv) *The Victoria County History* for the relevant parishes in Wootton and Bullingdon Hundred for historical documentation.

(v) The First Edition 6" Map of the Ordnance Survey, dated 1872-80.



The geology of the Cassington stretch of the route consists of the Thames floodplain, which is part of the First Gravel Terrace where it is covered by alluvium and crossed by old palaeochannels. A number of now silted and invisible channels have been revealed by

3.4

Cassington

Fairly extensive evaluation trenching close to the Cassington and Yarnton sections of the route have been undertaken by OAU, both ahead of gravel extraction and in preparation for the Cassington to Witney dualling of the A40. The Unit has also undertaken large scale excavations north of the route; all these studies have revealed significant new archaeological sites which serve to emphasise the archaeological potential of the corridor.

3.3

Known archaeology is defined as that identified in the sources given above, being of archaeological significance; it is noted that sites may not be confirmed as archaeological, as in the case of some amorphous cropmarks seen on APs, and others may simply be a stray find and therefore not indicative of an archaeological site. It is stressed that this study covers known archaeology within the given area, but significant sites or finds may yet remain to be discovered.

3.2

The extra parochial area of Cutteslowe will be considered with the parish of Gosford and Water Eaton.

- Cassington
- Yarnton
- Wolvercote
- Gosford & Water Eaton
- Marston
- Eisfield

Analysis of the known archaeology will, for convenience, be broken down by civil parish; consideration of other related factors, such as geology, will be undertaken at the same time. The parishes crossed by the proposed route within the 500 m corridor are:-

3.1

3. Description of Cultural Heritage Features

(vi) Results of archaeological work carried out by OAU in Yarnton and Cassington for the Witney to Cassington dualling of the A40, and in relation to gravel extraction north of the road by ARC.

(vii) The County List of Scheduled Ancient Monuments, Oxfordshire, dated 31-12-1987. A verbal check with English Heritage was made to confirm that the list is still current for this area.



3.9 There are only two sites identified on either the SMR or NAR in the short stretch of the route within the parish of Cassington. The first is an undated cropmark (gaz. no. 015), seen on air photographs, of a rectangular enclosure c. 70 m across, with an entrance in the middle of the north side. This site is partly buried beneath the present A40 but extends some way to the north where it may have been disturbed by the recharge ditch for the gravel pit. The quality of preservation and survival of this feature is thus rather unclear and requires detailed plotting of the air photograph and field evaluation.

3.8 The presence of a palaeochannel (gaz. no. 009) north of the road is also a location for potentially significant prehistoric archaeology. The water-logging of these features produces material rarely found in other contexts, and further E in this pit trial trenches have consistently (four out of nine cases) revealed in situ deposits and structural evidence including preserved timber platforms.

3.7 A light scattering of medieval pottery was identified by OAV in a surface collection survey of the gravel pit area (gaz. no. 013). This is indicative of activity in the area, although it may be little more than a manuring scatter on arable fields.

3.6 In the area south of the W end of the study area late neolithic and early Bronze Age pits and gullies (gaz. no. 001) have been located in evaluations undertaken by OAV for the Witney-Cassington A40 improvements.

3.5 To the west of the study area a significant late Bronze Age and Iron Age settlement has been defined in evaluations undertaken for the Witney-Cassington A40 improvements (gaz. no. 044), in the area of the S end of the proposed Cassington spur road and its intersection with the A40.

borehole surveys for gravel extraction N of the existing A40. The water was being carried. Their infilling can be associated with alluvial deposits. General alluviation of the area resulted from a rise in the permanent water table and changes in the land use in the catchment from the Iron Age to the early Middle Ages. This has important implications for the identification and preservation of archaeology: sites tend not to be visible from surface finds and high water tables and alluvial deposits tend to prevent the occurrence of cropmarks thereby often precluding the discovery of sites by air photography, except on drier, thin-soiled gravel 'islands'. These conditions also mean that sites which do exist are often very well preserved. A closely similar pattern can be seen in Yarnon, eastwards along the floodplain.

- 3.10 The second, (gaz. no. 034), is the remains of the Whitney Railway built in 1860, closed in 1970, and surviving north of the road as a metalled haul road for the gravel extraction in this area. A 1930's road bridge for the railway carries the existing A40 over the former railway west of the study area.
- Yarnton*
- 3.11 The geology of the affected part of Yarnton parish is as that for Cassington: gravel terraces and islands with a series of three palaeochannels and associated alluvium. The gravel workings in Oxei Mead have been particularly productive of pleistocene floral and faunal remains, recovered from more ancient channels within the gravel. There are a few palaeolithic artifacts but not from *in situ* contexts. These deposits have been largely destroyed within the gravel pit area, but they may well extend further east and south.
- 3.12 Field work by OAV in Yarnton has been extensive; north of the present A40 and beyond the corridor above the flood plain, continuous occupation has been identified from the prehistoric to the Saxon period. It should not be assumed that this activity was isolated from, and independent of the floodplain area. Scatters of Roman and Iron Age pottery, and flints, including mesolithic flints, testifies to this (gaz. nos. 014, 018 & 021).
- 3.13 Trenching and test-pitting on the floodplain has revealed indications of prehistoric occupation, particularly associated with the raised gravel islands and the palaeochannels. It can be assumed that the water table was at that time lower, and that the rising of the table led to the final abandonment of the area in favour of dryer, higher ground. The finding of raised paths on causeways (gaz. no. 025) buried beneath the alluvium attest to this happening. There is no clear dating evidence, but circumstantial evidence suggests that these may be Neolithic or early Bronze Age; there is certainly evidence of activity and possible structural remains of these periods at this locality.
- 3.14 Pits, gullies and post holes have also been found, all associated with prehistoric finds; of particular interest was the uncovering of a wooden structure (gaz. no. 024), possibly the remains of a jetty, jutting into a palaeochannel. There is again no definite dating for this yet, but it is arguably most likely to be late Bronze Age.
- 3.15 The Lot Meadows (gaz. no. 036) at Yarnton or West Mead, so named because lots were drawn for the right to cut the meadow for hay, had not been inclosed or put under the plough until recently. The *Victoria County History* suggests that the origins of the Lot Meadows

- 3.22 A circular cropmark is identified by the NAR (gaz. no. 006); the feature was described as regularly appearing in pasture at Fries Farm but has not been seen on the air photographs examined. There is no work.
- 3.21 Roman pottery (gaz. no. 004) and have been found close to a very dubious cropmark feature noted below, close to the line of the proposed link road between the two major intersections. There is not enough to suggest a definite settlement, but this is a possibility since the material is a chance find rather than the result of specific survey work.
- 3.20 Palaeolithic flints (gaz. no. 005) have been found (probably in the old brick pit on Pear Tree Hill).
- 3.19 An area of woodland, called Stratfield Brake, lies on the northern edge of the corridor; the wood appears on the OS First Edition 25" for Oxfordshire and is therefore of some antiquity. The wood is also significant as it lies on the parish boundary and may well contain a physical marker such as a bank and ditch.
- 3.18 The geology of the route through this area consists very largely of Oxford Clay overlain in places along the Thames and Cherwell valleys by alluvium. The route largely avoids areas of gravel terrace which form the other main type of subsoil geology in the vicinity.
- Gosford and Water Eaton (Including the extra parochial area of Cutteslowe)*
- 3.17 The remains of Pixey Mead, (gaz. no. 036) is the only element of archaeology identified in the small part of the parish crossed by the corridor. The former meadow has the same geology and therefore the same archaeological potential as that seen north of the Thames in Yarnton.
- Wolvercote*
- 3.16 Gravel extraction took place in Oxey Mead in 1990, wholly destroying the part of the former meadow to the north of the A40 which had already been converted to arable. Only some of the meadow area abutting the S side of the A40 now survives in its historic form as a result of remaining common land and managed as a nature reserve.
- may well be pre-Conquest. The matching of names of tenants and rate-payers of the C13 or C14 with names on the wooden balls used for the drawing of the Lots is unlikely to be co-incidental, and confirms the drawing of Lots as dating from this time. The practice ceased in 1978.

- 3.23 The Oxford Canal (gaz. no. 037) built in 1785 and opened in 1790, crosses the corridor from north to south. It is interesting for the surviving features, such as the Dukes Cut (gaz. no. 022), built 1789, just south of the road and built by the Duke of Marlborough to link the canal to the river. A toll was charged for passage. Immediately north of the route is the Kings Bridge Canal wharf (gaz. no. 027).
- 3.24 The complex of railway lines in the west of the parish include the line to Worcester (gaz. no. 031), built 1846, a single track from Wolvercote junction, and the line to Banbury (gaz. no. 035), opened 1850, and the now disused Yarnon Loop (gaz. no. 029), built between 1854 and 1861 during the battle of the gauges, linking the Worcester line with that in the east of the parish which went to Bletchley. A signal box (gaz. no. 033) is recorded at this point in the SMR. The Bletchley line (gaz. no. 030) still exists and was recently partly revived for local passenger transport.
- Of particular potential interest is the complex intersection of 19th century transport infrastructure on the southern edge of the corridor where the junction of the Oxford canal and Dukes Cut, with associated Grade II Listed lock (gaz. no. 022), is passed overhead by the Worcester and Banbury lines.
- 3.25 This intersection of historic transport routes is further complicated by the Oxford to Woodstock road, a turnpike which became important as the principal route between the industrial Midlands and Southampton. The section crossed by the proposed route has already undergone major improvements. A milestone (gaz. no. 028) is recorded on the SMR as lying on the line of the proposed new road may need to be relocated if still *in situ*.
- 3.26 The line of the Cotswold Ridgeway to Oxford (gaz. no. 038), is reflected in what is now the Oxford Road, which was turnpiked in 1755 and upgraded several times since. It has long been suggested however, that it may have ancient origins as a Roman road route, particularly as it is mentioned in Saxon charter boundaries. It is likely that the route only now survives as the topographical feature, having undergone successive modernisation up till recent years. A milestone (gaz. no. 016) is recorded in the SMR, off the line of the proposed route.
- further information to indicate the nature of the sighting which may be of no archaeological significance. This site is not directly affected by the road proposals but could be by construct activity, in which case field evaluation would be needed to establish whatever it is of any significance.

Taken together the evidence does not firmly locate the site of the deserted village, and indeed there must be some doubt as to its status

associated midden deposits. Therefore not certain whether it indicates actual settlement traces or the density and distribution of this material is not clear and it is Frideswides Farm and SSE of the earthwork to the north. However also reports observing medieval pottery and rubble just NNE of St in 1983, though the location is not given, and J Steane (pers. comm.) The SMR records the finding of pottery by Dr J Cooper and T Hassall with the extant St Frideswides Farm (gaz. no. 012).

of the village (gaz. no. 008), and a moated site at the S end, associated Apart from these, the most definite physical features recorded are a rectangular earthwork c. 25 x 30 m at the N end of the putative area

impossible that its location shifted within the medieval period. that this is an unlikely location for a settlement, though it is not and furrow traversed by two diverging hollow ways. This suggests (1964, Fig. 38) shows the northern end of this area to be under ridge Amorphous features are observable on some air photos and Sutton

incorporating the farm still retaining the name. the southern half lies within the extra-parochial area of Cuttleslowe, northern half of this area is within Gosford and Water Eaton, while the possible location of the village covering an area of c. 14 ha. The

The NAR and County SMR each show an almost identical extent for 1871 15 people occupied two houses). centuries the population of the township as a whole was 15 to 20. (In recorded for the 1662 hearth tax. In the 19th and early 20th assessed from Wolvercote in the 16th century. Six houses were 7 people paid poll tax in 1377 and the hamlet was not separately (1086), 6 people were assessed for subsidy in 1316 and 8 in 1327; only Frideswides' Priory in 1004. No tenants were recorded in Domesday (1954). It was a Saxon estate transferred or partly transferred to St Cuttleslowe is recorded as a deserted medieval village by Beresford 3.28

Further E along the proposed road route, two ploughed down round barrows (burial mounds) exist c.300 m from the route at SP 50401128 (gaz. No. 002/003); it is thought that they have not been investigated. They possibly also function as boundary markers. *The Place-Names of Oxfordshire* suggests that the name Cuttleslowe refers to the burial mound of Cupen or Cupwine, reference is also made to the levelling of a barrow in the 13th century in the parish. The two existing barrows could therefore possibly be the remnants of a barrow field, possibly of Saxon rather than Bronze Age date, or a Bronze Age Barrow cemetery reused in the Saxon period. 3.27

4.2 Two known sites could be affected in these parishes. The first is the

Yarnton & Cassington

4.1 This section summarizes the implications of the findings in part 3. Yarnton and Cassington will be considered together due to their similarity in archaeological evidence, geology and likely effect of the road.

4. Key Issues and Possible Impacts

3.32 The only elements of archaeological interest which have been noted in this parish are on the edge of the corridor in the old village centre of Marston. The church is Norman in origin, although the bulk of the building is C13 and C15. Medieval debris was recovered both from the foundations of the church and from the gardens in the immediate vicinity.

3.31 The geology in this part of the route is mainly Oxford Clay with rather patchy areas of gravel terrace on the bluff overlooking the Cherwell and alluvium on its floodplain.

Marston

3.30 The geology of this small area is clay; no archaeology, of any type, has been recorded for the part of this parish which is just clipped by the corridor.

Elsfield

3.29 Beyond the confines of the study area, along the banks of the Cherwell, a number of stray finds including early prehistoric material have been recovered. They are significant in indicating that the area is not devoid of archaeology.

as a village, rather than a major manorial complex now represented by Cutteslowe and St Frideswides Farms. The earthwork at the northern end of the area may well represent a separate feature in the neighbouring parish. It is at least reasonable to expect that the settlement of Cutteslowe would have been within the extra-parochial area of that name, and somewhere in the vicinity of Cutteslowe Farm seems the most likely location. The uncertainty cannot be resolved from readily available records, and while detailed documentary research might provide further clues, detailed field evaluation using geophysics, surface collection survey and selective trenching will be the best means of clarifying the problem. The key interest of the site is its early existence as a Saxon estate centre.



4.5 Preliminary on-site observation suggests that a new road across the canal may be detrimental to the setting of this much-used facility, and although not actually destructive of the canal itself may effect minor canal-side features such as millstones and boundary markers, of which one exists close to the proposed roadline. The embankment and possibly the canal bridge of the defunct Whitney branch line will be physically affected. Although probably of local rather than greater value these features require more careful visual inspection and detailed consideration of the engineering proposals before the severity of the impact and the need for any mitigation by detailed design can be established.

Gosford and Water Eaton

4.4 The evaluation work of OAV north of the A40 between Oxeby Mead and the Whitney railway haul road has indicated more generally the importance of the flood plain for archaeological potential. It is known that the palaeochannels extend south of the road and the presence of archaeological material is waterlogged a high preservation of rarely recovered information could be effected by the widening of the road at the west end, and by the construction of the new road E of Oxeby Mead.

4.3 The other potentially affected site is the cropmark enclosure immediately adjacent to the road on the north side. The latter may be of no great importance in itself since no particular concentration of finds was located over this area during the surface collection survey of the gravel pit area, but even if this were confirmed, the feature has added importance because of its group value in the context of an intensive study of the area. The current proposals for the road appear to involve no new land take in this area, and so there may be no impact. However since the feature is actually partly beneath the existing road, this would depend on detailed construction proposals.

Neolithic and Early Bronze Age settlement features S of the existing A40 east of the proposed junction for the Cassington spur road. Such settlement evidence is relatively scarce within the region's archaeological record despite several decades of intensive archaeological research on the Thames gravels, and in the particular context of the current work by OAV in the Yarnon gravel pit, and earlier discoveries at further W in Cassington, these remains are certainly of regional significance. In this case the extent of the site is not clear but it is reasonable to expect that the 'settlement' represents a concentration of domestic activity taking place and probably shifting around over many decades, resulting in a wide scatter of rather dispersed features.



4.10 The length of corridor through Marston is noticeable for the lack of known archaeology. Again, this need not imply an absence of any archaeology, for much the same reasons as indicated in 4.7 above, and because most of the area is in pasture, inconclusive in revealing cropmarks or surface finds. Remains of ridge and furrow have been noted within the study corridor from aerial photographs around Cherwell Farm and on the south side of the present A40 at the Marston junction. From a topographical point of view the west-facing bluff on the E bank of the Cherwell with its patches of gravel terrace is an obvious potential location for early settlement, as is illustrated

Marston

4.9 The south-eastern section of the parish crossed by the route is conspicuous by its absence of any known archaeology. As has already been stated above this need not indicate that no archaeology is present. Indeed this is very unlikely.

4.8 The more likely location in the vicinity of Cutteslowe Farm may be unaffected or only partly affected by the road, but as the actual location of the DMV is so unclear it is essential to evaluate the route, by the means recommended above, to establish for certain whether or not part of the DMV lies within the landtake corridor. If it does, consideration will need to be given to whether remains can be preserved in situ or whether they will need to be excavated, recorded and published to an appropriate standard.

4.7 The N spur from the proposed new intersection will further truncate the old woodland along the parish boundary of Water Eaton and Gosford. Fieldwork is required to establish whether the parish boundary survives as a significant physical feature. Even if it does, however only a minor impact is likely to arise.

4.6 If the central part of the putative extent of the Cutteslowe DMV is found to be the actual location, then the site will be adversely affected by the new road. This is liable to be exacerbated by the construction of the agricultural accommodation bridge and its embankments.

4.6 The major intersection adjacent to the existing recent road developments around Fries Farm may affect Roman remains of an entirely uncertain character and the equally dubious cropmark site. Whether significant impacts are likely to occur in this area can only be established by field work. The lack of any archaeological survey having been conducted in this area (despite prior to the recent major road construction works) means that it is not possible to define the potential of this locality on the basis of current information.



Plan of an Estate at Cutteslowe in the County of Oxford belonging to Christ Church, Oxford 1832
 Ordnance Survey, 1st Ed. 25" Oxfordshire. Sheet xxxiii-3

Maps Consulted:

1985	Wills H	<i>Pillboxes: A Study of U.K. Defences 1940</i>
1953	Gelling M	<i>The Place-Names of Oxfordshire</i>
1992	OAU	A40 Cassington-Witney Dualling 1991
1992	OAU	Yarnton Floodplain 1991
1991	OAU	Yarnton and Cassington, Worton Rectory Farm 1990/1 Assessments
1990	VCH	<i>Victoria County History</i>
1954	Beresford M W	<i>The Lost Villages of England</i>
1964	Sutton J E G	'Ridge & Furrow in Berkshire and Oxfordshire' <i>Oxoniensia</i> 29/30

6. Bibliography & Maps Consulted

5.2 This will need to be preceded by detailed plotting of air photographic evidence to help define the precise location of evaluation trenches to test known or suspected features, particularly the cropmark site no. 015 at the west end of the route, and any further detail that can be elucidated for Cutteslowe DMV, though this is likely to be at best tentative.

5.1 The result of this report is to recommend that stages 2 and 3a-b should occur as set out in the Breakdown of Work Programme dated 3rd April 1992, subject to satisfactory access arrangements.

5. Further Work

by the ancient Sescut Farm just up stream.



7. A40 North Oxford Improvement: Gazetteer of Sites Mapped

GAZ NO.	GRID REF.(all SP no.)	DESCRIPTION	SMR/NAR	PARISH
001	470501060	EBA/Neolithic pits and gullies	-	Cassington
002	50371128	One of a pair of round barrows (other no.3)	1354	Gosford & Water Eaton
003	50431128	2nd of a pair of barrows	1234	Gosford & Water Eaton
004	49291109	Scatter of RB pottery	41SE15	Gosford & Water Eaton
005	494111	Scatter palaeolithic flints	41SE32	Gosford & Water Eaton
006	494113	Doubtful circular cropmark	41SE33	Gosford & Water Eaton
007	506116	Area defined by NAR within which Cutteslowe DMV may lie. The SMR grid reference is just west of the area	51SW21	Gosford & Water Eaton
008	50641173	Much ploughed down moated enclosure, possibly part of Cutteslowe DMV	51SW21	Cutteslowe EPA
009	465106	Palaeochannel centred on above NGR	-	Cassington & Yarnton
010	478108	Palaeochannel centred on above NGR	-	Yarnton
011	48351086	Palaeochannel centred on above NGR	-	Yarnton

GAZ NO.	GRID REF. (all SP no.)	DESCRIPTION	SMR/NAR	PARISH
012	50731132	Earthwork: Moat at Cutteslowe	5869	Gosford & Water Eaton
013	Centred on 46541073	Light scatter med. pot located during fieldwalking	-	Yarnton
014	Centred on 46671080	IA pot scatter	-	Yarnton
015	Centred on 46821066	Cropmark: small rectangular enclosure with entrance to north.	1382	Yarnton
016	504116	Milestone	10081	Gosford & Water Eaton
017	52720888	Med. debris from church foundations	11211	Marston
018	Centred on 47041069	Early prehistoric flint scatter	-	Yarnton
019	52720888	Medieval church	4236	Marston
020	52730889	Medieval pot scatter from gardens	3844	Marston
021	47031077	Light scatter Rom pottery	-	Yarnton
022	48761061	Dukes Cut Lock, listed grade II	12652	Gosford & Water Eaton
023	47251079	Early prehistoric occupation site identified by fieldwalking	-	Yarnton

GAZ NO.	GRID REF. (all SP no.)	DESCRIPTION	SMR/NAR	PARISH
024	47341078	Prehistoric water-front site	-	Yarnton
025	47411077	Possible prehistoric causeway and occupation features located during trenching	-	Yarnton
026	4816018	Undated small circular cropmarks	12141	Gosford & Water Eaton
027	490115	Kings Bridge Canal wharf	866	Gosford & Water Eaton
028	49071134	Milestone	10044	Gosford & Water Eaton
029	48551115 to 49201116	Yarnton loop railway (dismantled)	8936	Yarnton, & G & WE
030	49851143 to 50031182	Oxford to Bletchley railway (existing)	8935	Gosford & Water Eaton
031	48261103 to 48701068	Oxford to Worcester railway (existing)	8990	Yarnton & G & WE
032	494111	Site of old brick pit	5146	Gosford & Water Eaton
033	491112	Signal box	869	Gosford & Water Eaton

GAZ NO.	GRID REF. (all SP no.)	DESCRIPTION	SMR/NAR	PARISH
034	46011045 to 46401079	Winey railway (now a haul road)	8994	Yarnton & Cassington
035	48261103 to 49201116	Oxford to Banbury railway (existing)	8987	Gosford & Water Eaton
036	Centred on: 475115	Pixey Mead, Oxey Mead and Yarnton or West Mead: Lot meadows	5511	Yarnton, G & WE, & Wytham
037	48801074 to 48931145	Oxford to Banbury canal	8941	Gosford & Water Eaton
038	50251143 to 50001200	Part of Cotswold Ridgeway to Oxford (now Banbury Road)	8861	Gosford & Water Eaton
039	Centred on 49601190	Stratfield Brake, old woodland seen on OS 1st ed 6"	-	Gosford & Water Eaton
040	51711084	Small mound, probably connected to headland	1332	Gosford & Water Eaton
041	51661100	Find of perforated antler tine hoe or axe from Cherwell bank	4979	Gosford & Water Eaton
042	51651105	Find of neolithic polished stone axe from Cherwell bank	4944	Gosford & Water Eaton
043	51701100	Find of Roman or Medieval net sinker	11247	Gosford & Water Eaton

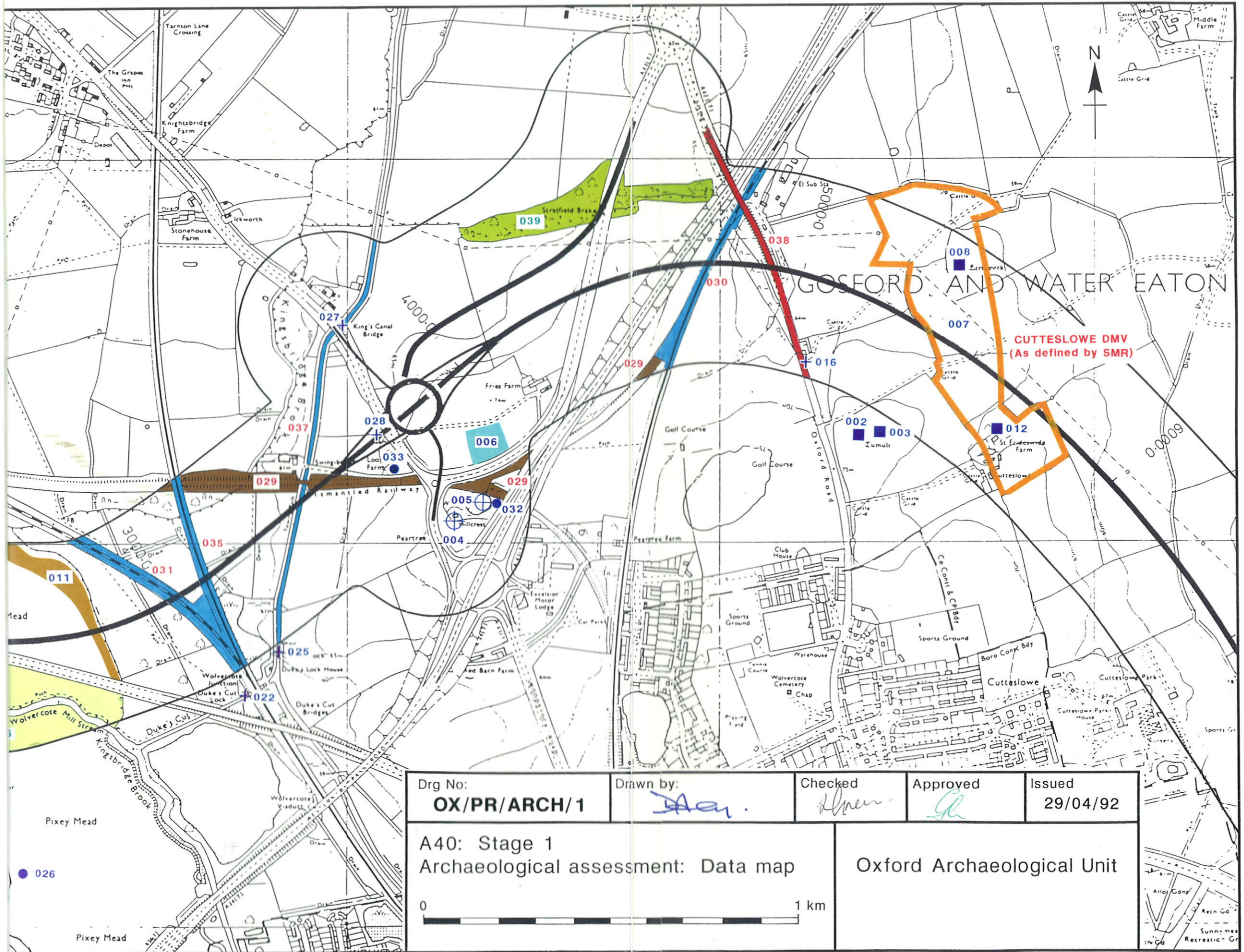
A40: North of Oxford Improvement

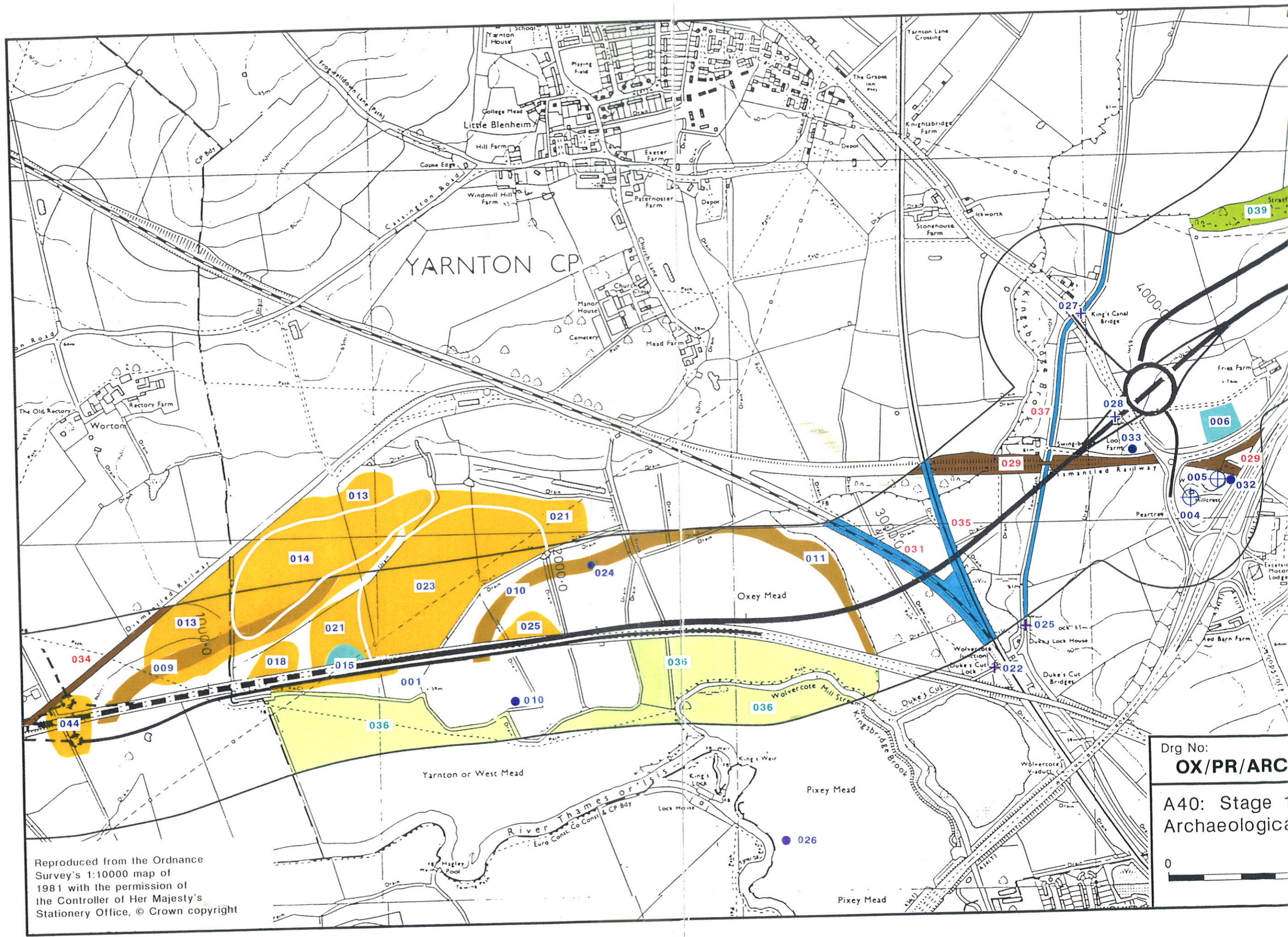
Archaeological Assessment

Stage 1: Desktop Study

KEY TO MAPS

●	Sites	Archaeological
+	Finds	"
⊕	Surface Scatter	"
■	Earthworks	"
■	Area of Archaeological Site	
■	Area of Cropmarks & Soilmarks	
■	Line of Ancient Trackway	
■	Dismantled Railways	
■	Existing Landscape Features	
■	Historic Woodland	
■	Former Lot Meadows	
■	Palaeochannels	





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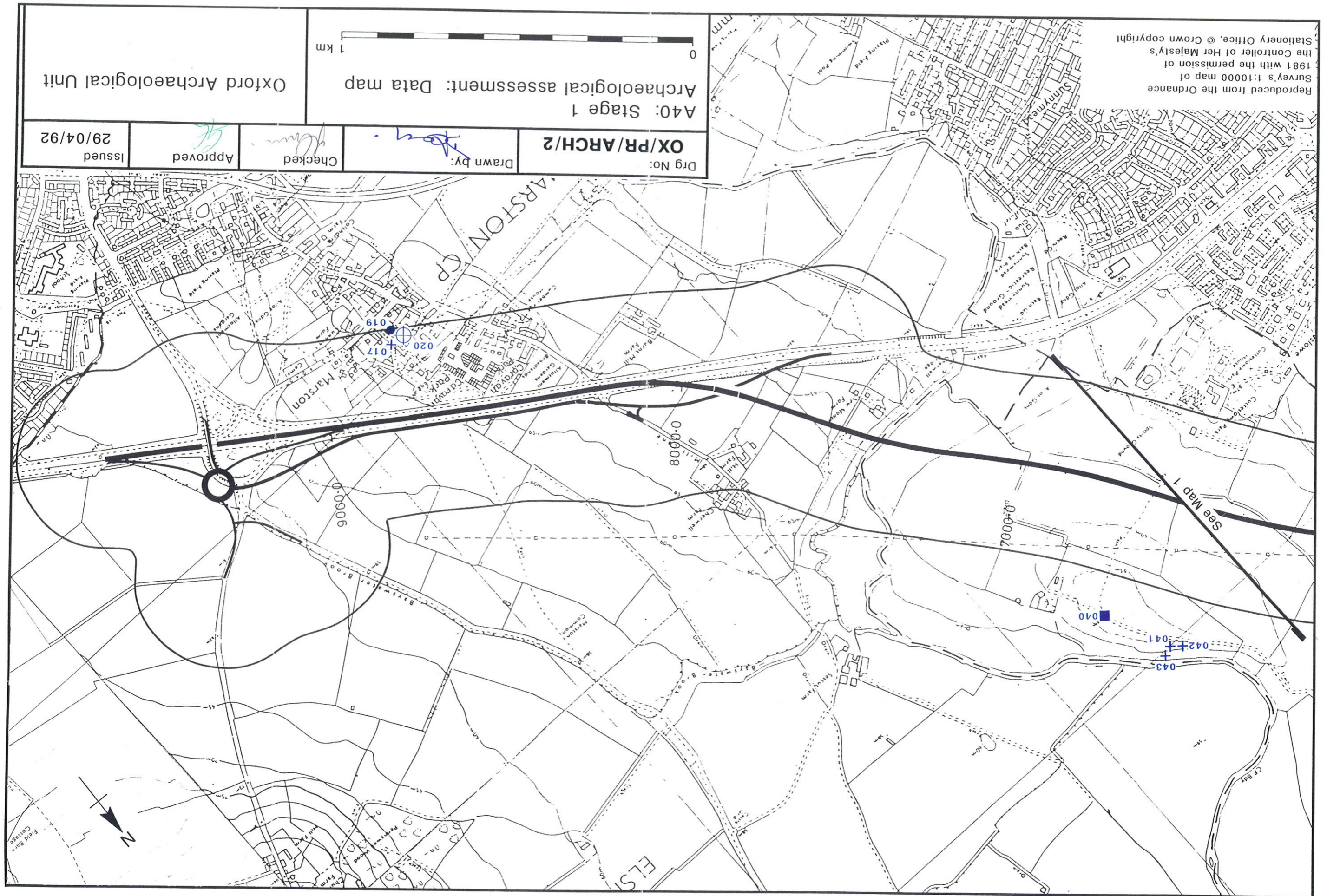
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OX/PR/ARC
 A40: Stage 1
 Archaeological
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A40: Stage 1
Archaeological assessment: Data map

Drg No: OX/PR/ARCH/2
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