

ASMA 1213

WINTERBOURNE - FRAMPTON COTTERELL BYPASS
STAGE ONE ASSESSMENT OF THE ARCHAEOLOGICAL IMPLICATIONS

ADRIAN H H PARRY M A
PROJECT SUPERVISOR

AVON COUNTY ARCHAEOLOGICAL UNIT
AVON COUNTY PLANNING DEPARTMENT
P.O. BOX 46
WHITEFRIARS
LEWINS MEAD
BRISTOL
AVON
BS99 7EU

CONTENTS

1	INTRODUCTION	PAGE 3
2	METHODOLOGY	PAGE 4
3	SOURCES	PAGE 5
4	GEOLOGY, TOPOGRAPHY AND LAND USE	PAGE 6
5	PREHISTORIC AND ROMAN PERIODS	PAGE 8
6	HISTORY OF THE SURVEY AREA	PAGE 9
7	SETTLEMENT PATTERN	PAGE 11
8	FIELDS	PAGE 12
9	EXTRACTIVE INDUSTRIES	PAGE 14
10	RECOMMENDATIONS	PAGE 16
11	ARCHAEOLOGICAL RECORDING TECHNIQUES	PAGE 18
12	GAZETTEER AND SITE SPECIFIC RECOMMENDATIONS	PAGE 19
13	GAZETTEER OF SITES NOT DIRECTLY AFFECTED BY THE PROPOSED CARRIAGEWAY	PAGE 23
14	BIBLIOGRAPHY	PAGE 30

SITE LOCATION PLAN

1

INTRODUCTION

- 1.1 This study was carried out by the writer for Avon County Planning Department over a period of eight weeks during September and October 1992. The project was commissioned and funded by the Highways Department of Avon County Council.
- 1.2 The purpose of the study was to define the extent to which the proposed carriageway of the Winterbourne-Frampton Cotterell bypass would affect the known archaeology of its route (including that discovered during the fieldwork segment of the study), and to recommend an appropriate archaeological response.
- 1.3 The study area was defined as a corridor on either side of the road route, using present field boundaries to mark the edges of the survey (Figure 1). This zone was designed to include a minimum of 100m on either side of the road where practicable, to allow for development and earthmoving related to the carriageway construction.
- 1.4 Thanks are due to Vince Russet, the acting Archaeological Officer for Avon, and Andrew Young of Avon Archaeological Unit for their help and advice at various stages during the project. The kind cooperation of the various farmers and property owners, whose land the proposed carriageway of the bypass is likely to affect, is also very much appreciated.

2 METHODOLOGY

2.1 This survey was carried out in three phases.

2.2 The pre-fieldwork phase consisted of:

- 1) The collection of previously known archaeological data.
- 2) The collection of historical and topographical data from published and unpublished sources.
- 3) The collection of air photographic evidence.
- 4) The collection of geological evidence from published and unpublished sources.
- 5) The collation of this evidence and its recording on 1:2500 Ordnance Survey plans of the survey area.

2.3 The field survey consisted of:

- 1) A rapid field-by-field survey of the corridor of the proposed road development.
- 2) The recording of all archaeological evidence from the field survey on 1:2500 Ordnance Survey plans (by sketch survey and descriptive text)

2.3.1 The effectiveness of the field reconnaissance was restricted by several factors:

- 1) Only a small percentage of the fields included in the study area contained exposed ploughsoil. The opportunities for artefact recovery were therefore limited.
- 2) A large percentage of the fields, although under pasture at the time of the survey, had been subject to modern ploughing, so that few visible earthworks survived.
- 3) Several landowners refused to grant access to their land. In these instances it was only possible to observe the land parcels affected from a distance.

2.4 The post field survey consisted of:

- 1) The correlation of the information from the first two phases (2.2 and 2.3 above)
- 2) The preparation of the present report.

SOURCES

- 3.1 Previously known archaeological records were contained in the Avon County Sites and Monuments Record and published sources such as the Transactions of the Bristol and Gloucestershire Archaeological Society and Bristol and Avon Archaeology. The area had not previously been studied to any great extent and these sources revealed very few sites or areas of archaeological interest. Any references to sites listed in the Avon County Sites and Monuments record are here referred to by their unique reference Number prefaced by ASMR. Bibliographic references are listed in Section 14.
- 3.2 Vertical air photographs were consulted in Avon County Planning Department and Avon County Highways Department. The Royal Commission on the Historical Monuments of England and the Cambridge University Committee of Aerial Photography, the two main national repositories of aerial photographs did not have any cover (either vertical or oblique) of the survey area.
- 3.3 Historical documents consulted for this assessment were located in the County Record Offices at Bristol and Gloucester and at the Central Library, College Green Bristol. The principal sources of evidence in this respect were the Tithe Awards and Maps of the 1840's, estate and enclosure maps dating from the Seventeenth Century to the present day, First Edition Ordnance Survey maps (1881-2) and Gloucester County maps dating from the 1930's. The study of this documentary material was hampered by the fact that the survey area lies on the fringes of three separate ancient parishes (Stoke Gifford, Winterbourne and Frampton Cotterell) which tend to be less well documented than the central areas of such parishes.
- 3.4 Information concerning the geology of the survey area was kindly provided by the Minerals section of Avon Planning Department.

GEOLOGY, TOPOGRAPHY AND LAND USE

- 4.1 The solid geology of the survey area consists mainly of Triassic Keuper Marl. From the southern limit of the survey area as far north as Perrinpit Farm (ST 65458275), the Keuper Marl, interspersed with pockets of clay, sand and gravel, is overlain by reddish-brown loam topsoil. From Perrinpit Farm to Cogmill Farm (ST665098286) the solid geology is dominated by Carboniferous Pennant sandstone interbedded with dark-blue grey clays.
- 4.2 The survey area, which varies from c.50m to c.60m A.O.D, is predominantly flat in the north (apart from the Old Marle Hills in the vicinity of Perrinpit Farm) but more undulating to the south where high points are located at Harry Stoke, Hambrook Lane, Old Gloucester Road, Mulgrove Farm and the land triangle formed by the M32 and London-South Wales railway.
- 4.2.1 Three main watercourses run through the survey area. These are the Ladden Brook (in the vicinity of Cogmill Farm), and the Bradley and Stoke brooks, long stretches of which form the Parish boundaries of Frampton Cotterell, Stoke Gifford and Winterbourne.
- 4.3 A large proportion of the survey area was, at the time of the assessment, given over to agriculture, principally pasturage. The fieldwork element of the assessment did establish that some of the fields in question had originally been used for arable crops (narrow cultivation ridges associated with modern arable farming could still be detected in the grass as vegetation marks or slight earthworks).
- 4.3.1 The areas of the proposed road corridor not devoted to agriculture were utilised in the following ways at the time of the survey:
- 1) A significant proportion of the study area was covered by residential development just to the north of Stoke Gifford. This forms part of the rapidly expanding new town of Bradley Stoke.
 - 2) Several smaller, more isolated residential properties were located on Swan Lane and Hambrook Lane
 - 3) Major routes of communication such as the M32 motorway and the London-South Wales Railway pass through the study area, as do Perrinpit Road, Swan Road, Old Gloucester Road, Winterbourne Road, Hambrook Lane and the roads associated with the Bradley Stoke development.
 - 4) Few areas of woodland remain within the study area, apart from the Old Withy Bed in the

vicinity of Kingmore Farm and two small plantations, one situated next to Bradley Brook (ST638813) and one sandwiched between Mulgrove Farm and the London-South Wales Railway. Small orchards are however attached to several of the farms situated within the road corridor.

- 5) The site of the old Imperial Brickworks (ST63358051) immediately adjacent to Winterbourne Road was being used as a refuse tip at the time of the assessment. A motorcycle test centre was situated between the refuse tip and the M32 motorway to the north east.