ITINERA

THE JOURNAL OF THE
ROMAN ROADS RESEARCH ASSOCIATION

VOLUME II, 2022

Published by the Roman Roads Research Association

ITINERA
VOLUME II

Published by the Roman Roads Research Association
Ellerbeck Cottage, Ellerbeck, Northallerton, North Yorkshire, UK. DL6 2RY
A charity registered in England and Wales No. 1163854

ISSN 2635-1579 (print)
ISSN 2635-1578 (online pdf)
ISBN 978-1-8383918-1-2

Typeset in Gentium Basic and Cinzel by the Roman Roads Research Association
licensed under the SIL Open Font License, Version 1.1

Contents

People and Officers

ITINERA

Editorial Committee

Rob Entwistle (Hon. Editor)
Dave Armstrong
Dr. Mike C. Bishop
Chester Forster
Mike Haken

Advisory Panel

Paul Bidwell
Paul Booth
John Poulter
David Ratledge
Dr. Pete Wilson

The Roman Roads Research Association also wishes to acknowledge the contributions of all the other individuals who have volunteered their time and expertise in the preparation, production and distribution of this volume, without whom it would not have been possible:

David Brear
Neil Buckley
Hannah Collingridge
Malcolm Fare
Dave Haywood
Ian Heritage
Tyrone Hopes
Ian Jardine
David Lakin
Geoff Lunn
Tim Lunt
James Lyall
Paul Morris
Simon Pratt
Eric Rose
Amber Roy
Paul Seddon
Paul Smith
Matt Sparkes
Alan Taylor
Richard Whalley
Paul Wilkinson
Gary Whitaker
Sally Woodlock

Contact Roman Roads Research Association

If you are interested in Roman roads or would like to know more contact us via our web site https://romanroads.org/ or by mail to one of the below;

Mike Haken (Chairman) mike@romanroads.org

Dave Armstrong (Membership Sec. & Newsletter Editor) dave.armstrong@romanroads.org

Rob Entwistle (*Itinera* Editor) itinera@romanroads.org

Rebecca L. Ellis (Finds Officer & Social Media) reb.ellis@romanroads.org

About the Association

The RRRA was formed in 2015 as a registered charity to bring together disparate individuals who were researching Roman roads, and to coordinate a nationwide programme of consistent and high quality research, promoting the study of Roman roads and Roman heritage throughout the former Roman province of *Britannia*. Over the last couple of decades, it has often been a race against time to discover and record what we can of the 60% of the Roman road network about which we are still uncertain, since modern agricultural methods and urban development have been steadily removing surviving features from the landscape. Fortunately, new technologies such as lidar and geophysical survey have helped enormously and enabled researchers to identify the remains of hundreds of miles of previously unknown Roman roads, along with associated Roman sites, and we continue to work to fill the many gaps. Research is only half the story though, we also have to ensure that the results of our work are readily available. We aim to:

1. bring together all known information on Roman roads in Britain, summarised in a freely accessible online interactive gazetteer, hoped to be complete by 2026.
2. identify key sites where important questions remain, and organise fieldwork necessary to answer those questions. 200 Ha of geophysical survey have been completed, with a further 400 Ha already planned, and several future excavations are currently at the planning stage.
3. encourage the involvement of as many people as possible in our activities. We care passionately about community archaeology, and will always encourage local people to get involved in our work, without any charge (unlike some organisations, we will never do this!).
4. make resources available to researchers and other groups, organise events to keep people up to date with research including online talks & seminars.
5. ensure that all our published work is Open Access, including our quarterly newsletter and *Itinera* (following a brief one year members only embargo).

Membership is open to everyone, and our four hundred and seventy or so members come from a wide variety of backgrounds, ranging from those with just a general interest in our Roman heritage to professional archaeologists from both the public and commercial sectors, alongside seasoned Roman roads researchers. The Romans tended to apply their technology uniformly across the empire, this is especially so for Roman road layout and construction. Consequently we do not just restrict our interest to *Britannia* and our membership now includes many international members. Joining the RRRA gives you the knowledge that your modest subscription (just £14 a year for a single adult) is helping to support our important work. You might even get a warm and fuzzy glow.

ITINERA 2 (2022)
Journal of the Roman Roads Research Association
Web page: www.romanroads.org/itinera.html

EDITORIAL

ROBERT ENTWISTLE

The publishing of *Itinera* Volume II is no less an important moment than that of Volume I: it demonstrates that our journal has arrived definitively as a point of reference for all transport-related aspects of Roman archaeology – and that this has been possible in a year dominated by Pandemic-related lockdowns. As in Volume I, you will find a range of authoritative and stimulating papers aiming to develop the study and understanding of everything to do with Roman roads and transport, for academics and the informed public alike.

In this volume you will find some contributors familiar to you from the last volume, and other important new ones. We are delighted to have a welcome extension of focus to other regions of the Roman empire, drawing us beyond a comfortable local perspective. We publish a lively paper (translated by Mike Bishop) from the Spanish academic and presenter Isaac Moreno Gallo, who has, single-handedly, done much to develop an informed awareness of Roman roads in his native country. A man of trenchant views, he champions a rational and rigorous approach not always evident in the past. The perspective he provides has much in common with that of the UK, while being stimulatingly distinct. *Itinera* would be most pleased to host other papers from international contributors, developing an understanding of roads and transport systems across the empire.

Once again, we have an impressive range to the topics covered in our journal. The international theme is continued by Bev Knott who considers an aspect of transport that may be new to many: the likely extent and impact of brigandage and banditry on the roads across the empire. Closer to home we have a major paper from David Ratledge, who has become Britain's leading interpreter of Lidar in terms of Roman roads. He demonstrates the remarkable degree to which he has been able to extend knowledge of Norfolk's Roman roads, filling in gaps on the map. At the other end of the country, our Chairman, Mike Haken, explores what Lidar is able to reveal for the Stainmore Pass. He investigates how this might develop understanding of a murky but much-debated topic, the relation of some Roman roads to Iron-Age predecessors.

Of course, roads are not only a topic of study in their own right but help us develop understanding of other areas of archaeology and history. Thus Dave Armstrong, who recently published a book on the Hadrian's Wall Military Way, contributes a paper that is likely to become a work of reference in its own right. It explores and sets out the sum of present knowledge on the network of link roads connecting the Wall to other aspects of Roman infrastructure in the North, a topic little examined in the past.

Yet another topic is tackled by John Poulter in a paper recording how Roman Long-distance Alignments came to be suspected, recognised and understood, with worked examples from

across the country. A further paper investigates how such matters could potentially elucidate aspects of the Claudian Invasion. Finally, and returning us to basics, we have accounts of road excavations from different ends of the country: the Culver Archaeology Project in East Sussex, and an excavation supported by NAA (Northern Archaeological Associates) in Lancashire.

Our section 'Roman Roads in 2021' is inevitably impacted by a year in which Covid 19 has limited much fieldwork, including the work of many local societies. Fortunately, through our valued local correspondents, we can see that not all the work of investigation ceased.

A new enterprise this year is our introduction of Book Reviews, a feature we hope to continue and develop in years to come. We are most grateful to Dave Fell and John Poulter for their contributions on this occasion.

We should not forget that the RRRA is a charity supported only by its own expanding membership. The dedicated band that makes the production of this journal possible to the highest professional standards, has done so through generous donation of time and expertise, whether they be experienced archaeological professionals or knowledgeable enthusiasts contributing specialist skills, understanding and commitment. This is the group that make up our Editorial Committee and Advisory Panel (listed at the front of this volume), and our wider network of supporters and contributors.

Ultimately, of course, we are dependent upon our authors for demonstrating the health and range of this aspect of Roman archaeology. Our 'Notes for Contributors' are readily available on the *Itinera* section of the RRRA website, and we encourage all, professional or otherwise, to submit their papers to us. All contributions will be peer reviewed, and we take great pleasure in publishing all that can pass that test. We look forward to your contributions for our next volume.

Robert Entwistle

Hon Editor, *Itinera*

itinera@romanroads.org


R·R·R·A

ITINERA II (2022), 219-240
Journal of the Roman Roads Research Association
Web page: www.romanroads/itinera.html
Itinera (print): ISSN 2635-1579
Itinera (online pdf): ISSN 2635-1578

Roman Roads: Discoveries on the Culver Archaeological Project:2005-2021

by Rob Wallace
rob@culverproject.co.uk

Abstract.

East Sussex is a part of Roman Britain that remains under-researched, though it was an important region for industry and agriculture (Bird, 2017, xii). The road network in this region would have been extensive, yet our knowledge of it remains relatively limited despite investigations carried out by Codrington and Margary. This paper expands on research that the Culver Archaeological Project has undertaken since 2005, with specific reference to that completed on the Roman roads of the Upper Ouse Valley in the parishes of Barcombe and Ringmer, East Sussex, which appeared in the RRRA newsletter No 2 in the 2016, entitled, 'Culver: an intriguing first 7 years'.

Introduction

The Culver Archaeological Project (CAP) was formed by the author in 2005, whilst supervising at Barcombe Roman villa excavations and looking for a research project for his then upcoming master's degree at the University of Sussex. Originally, the area of investigation was focused on land at Culver Farm (Figure 1-2).

The Barcombe Roman Villa, in Dunstalls Field on Culver Farm, was discovered by test pitting in 2000 by Mid Sussex Field Archaeology Team (MSFAT). The site was excavated by MSFAT and by the Institute of Archaeology, University College London (UCL), between 2000 and 2007. The Early Roman Villa Complex included a Bronze Age ring ditch (*c 2200 – 1500 BC*), two Iron Age round houses, a bathhouse, and a Proto-villa. One of the Iron Age round houses is contemporary with the proto-villa and bathhouse which date to first and early second century AD. During the early to mid-third century AD, the proto-villa and bath house were replaced with a much larger winged corridor villa, a large aisled building, a smaller building, possibly a grain store, and a large bath house in the adjacent field (Church Field) (Rudling *et al*, 2010; Gammon *et al,* 2008).

In 2005, the farmer at Culver farm, Mark Stroude, told the author of a flint scatter running across a field named Courthouse Field in a north-east to south-west direction. This

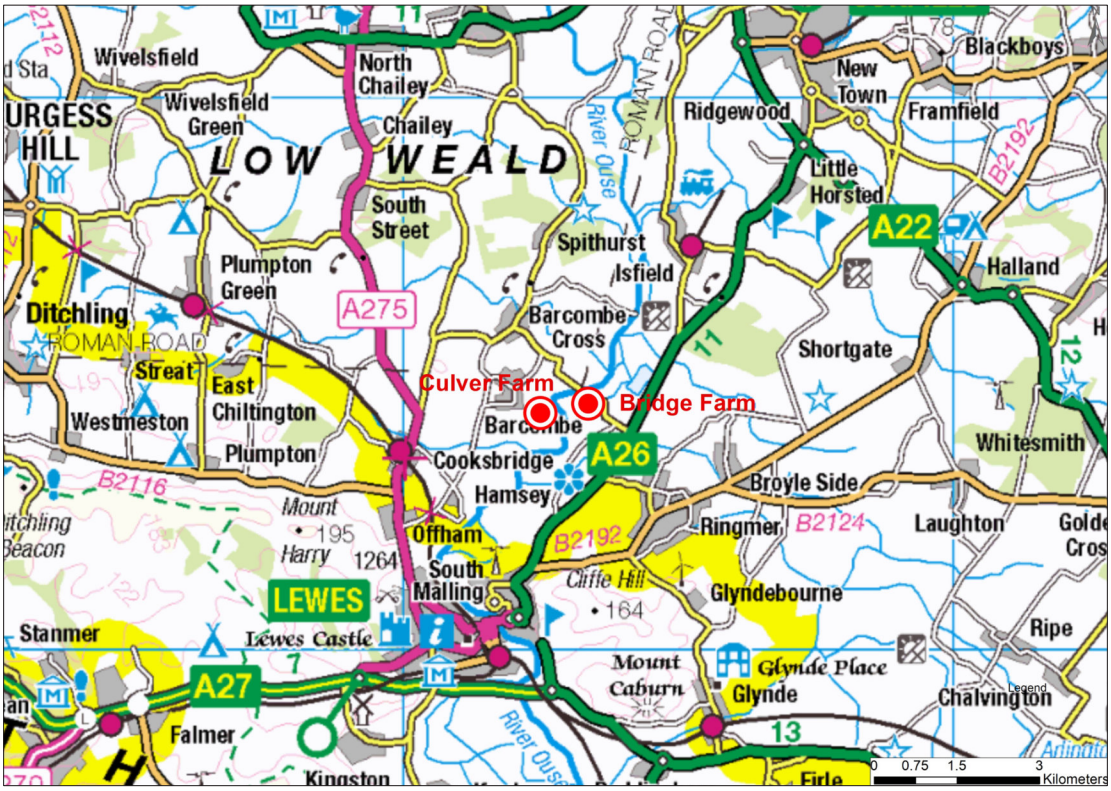

Figure 1, Location Map. Ordnance Survey data supplied by the EDiNA digimap service. Crown copyright/database right 2012. All rights reserved

information prompted the author to create the Culver Archaeological Project with the aim to investigate the historical landscape around the Barcombe Roman Villa Complex. In the early days, the project focused on tracing with geophysics and excavations the potential road that the farmer had pointed out. These investigations included an excavation at Court House Field to confirm the presence and age of the road followed by excavation and or geophysical investigations of fields on the projected alignment of the road including The Crink, Culver Mead, Pond Field, Parsons Wallet and North End Field (Figure 2)

Still investigating potential roads and aiming to record Margary's London to Lewes Road (RR14), in 2010 volunteers from CAP under the direction of our colleague David Staveley, undertook geophysical investigations on the east of the River Ouse at Bridge Farm (Figure 2). The results of these investigation showed RR14 being truncated by what looked like a double ditch enclosure with a settlement inside and surrounded by field boundaries. Extensive excavation work under the direction of the author between 2013 to 2021 have confirmed the presence of a Roman settlement in Bridge Farm. The settlement is dated between first century AD to fourth century AD and was connected by RR14 to the north, to the east by a road seemingly directed to Arlington and Pevensey and to the west by the Greensand Way (RR140). South by the River Ouse which is thought to have been navigable.

Figure 2, Field Names Map, Map data © Google 2020

Geophysical Survey Results.

The geophysical surveys were carried out using magnetometry, resistivity and Ground Penetrating Radar (GPR) machines.

The first survey carried out used resistivity in Culvermead (Figure 2 & 3A) and showed a linear feature running north-south for *c*30 meters with another running east-west for *c*40 meters. The latter overlaying the former feature, which we believed to be the route of the road. Another resistivity survey was carried out in Culvermead in 2010 to clarify these results (Figure 3A Res 3B Mag). The features mentioned could be seen more clearly, alongside some possible right-angle features and another unidentified feature to the southern edge of the field. These could also be seen from an aerial photograph taken in 2010 by a colleague, Dick Nesbitt-Dufort (Figure 4). This field still awaits further investigation through excavation in the future.

To the north of Culvermead lies The Crink (Figure 2) where, according to Margary, runs the Greensand Way (RR140). CAP and David Staveley carried out both resistivity and magnetometry surveys in this area, although the results thus far have been inconclusive. Geologically this field comprises of river gravel terraces, and it is possible that this has

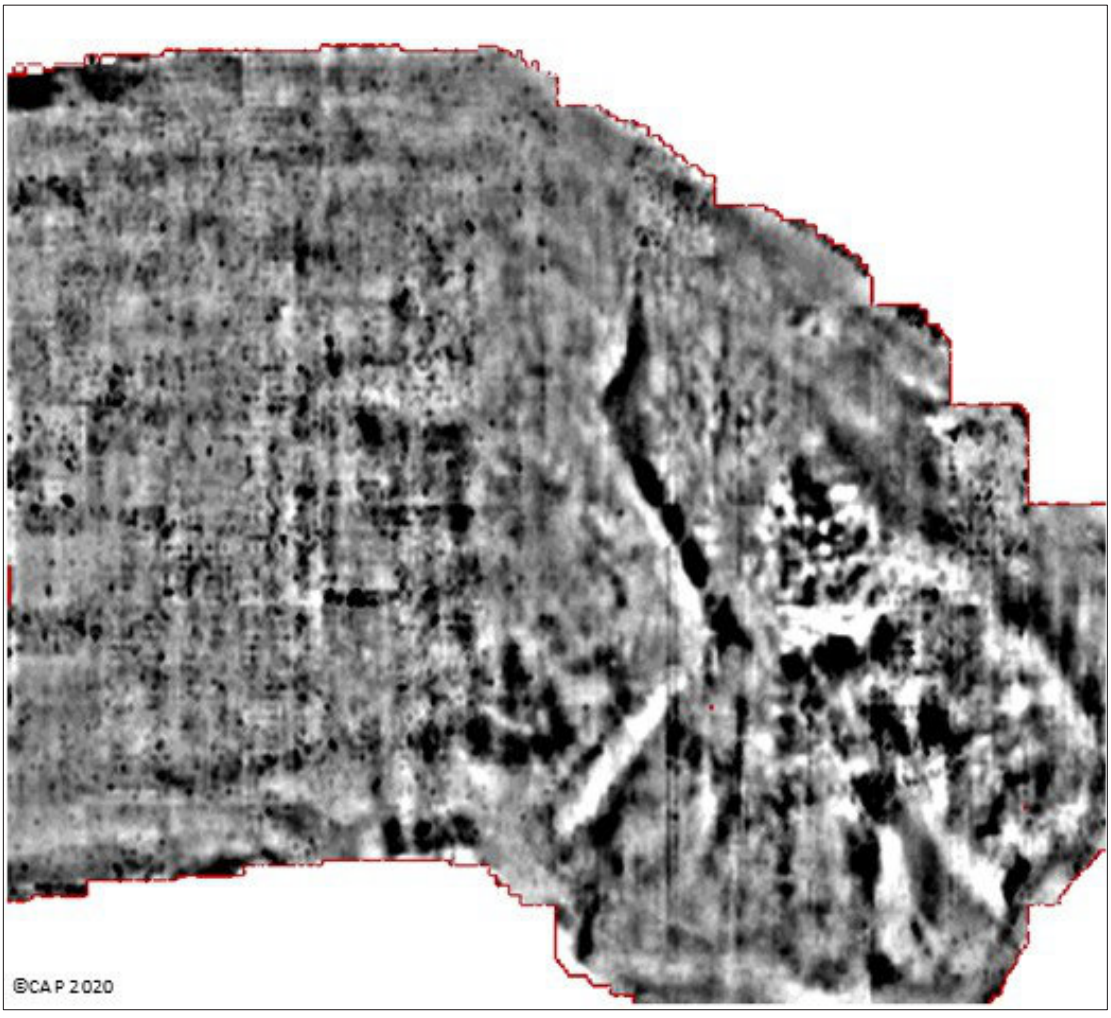

Figure 3A, Resistivity Results from Culver Mead

affected the results of the magnetometry. However, the resistivity survey showed a strange rectangular feature that presents a possible apsidal end. This would be below the line of the Greensand Way, and an ideal location for a mausoleum or shrine, a speculation that requires excavation (Figure 5A Res 5B Mag).

To the south of both The Crink and Culvermead lies Pond Field (Figure 2). Here Staveley and CAP carried out a magnetometry survey in 2011 (Figure 6). The results are quite clear, and it is possible to see two roadside ditches running in a northeast-southwest alignment with ancient field boundaries emerging off the road at right angles. The large black and white feature running parallel with the roadside ditches to the east is a modern metal water pipe. The roadside ditches change direction halfway up the field and curve round. The other high reading anomalies within the field boundaries are thought to be industrial remains.

Figure 3B, Magnetometry Results from Culver Mead, Map data © Google 2020

Figure 4, Aerial photograph of Culver Mead & Pond Field

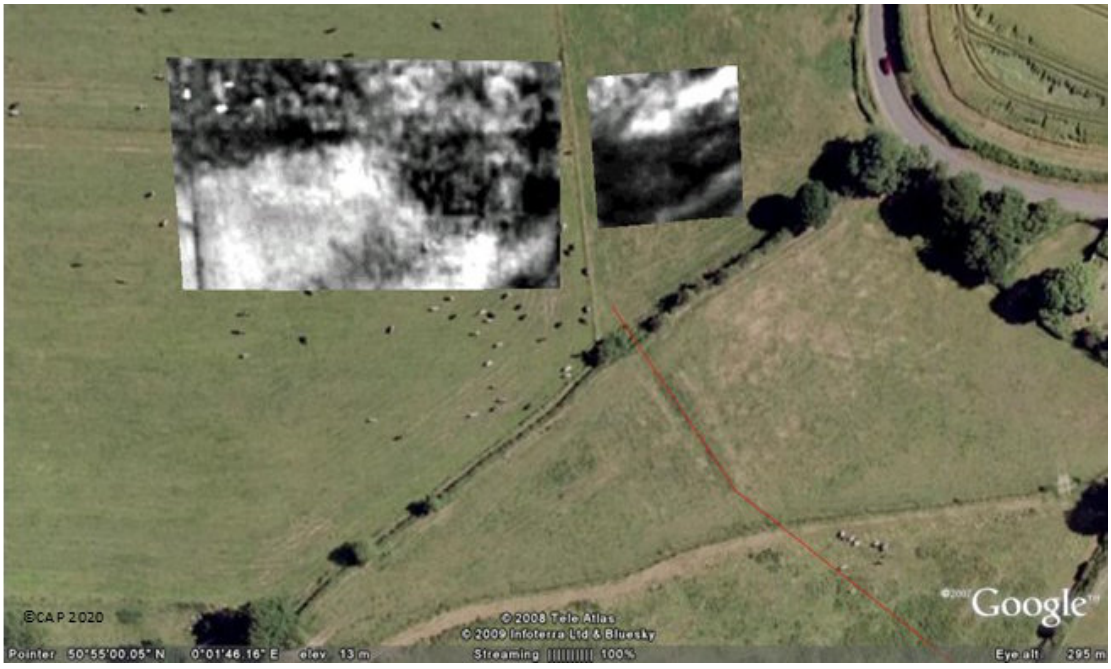

Figure 5A, Resistivity Results from The Crink, Map data © Google 2020

Figure 5B, Magnetometry Results from The Crink, Map data © Google 2020

Figure 6, Magnetometry Results from Pond Field

To the south of Pond Field, and across the farm drive lies Courthouse Field (Figure 2). This is the location of the flint scatter that the farmer Mark Stroude had identified. In 2008 due to a wet season allowing us very limited excavations, a vast resistivity survey was undertaken. This included over 80 grids measuring 20m x 20m and produced some very impressive results (Figure 7). The roadside ditches can be observed as a continuation from Pond Field with the most striking aspect of the results being a kink or S-bend in the road which can be seen in Figure 7. An anomaly can also be seen running east-west at 90° from where the S-bend is located. Other visible features include a large straight linear that runs parallel with the road, then head off at 90° towards the northwest. This has been identified as a modern field boundary, still in use in 1965. A further northwest-southeast linear at the southern end of the field is believed to be a field drain.

To the southwest of Courthouse field lies Dunstalls Field, the site of the Roman villa complex. Geophysical surveys were carried out on this field in the late 1990's by David and Pam Combes (Staveley, 2021, 12). The winged corridor villa can be seen in figure 8 along with the Bronze Age ring ditch, the aisled building and other associated archaeology could not be seen in these results and were found during excavations. The magnetometry survey (Figure 9) extended over three fields, Dunstall's and the adjacent field to the north, Church Field and Church Meadow (Figure 2). The magnetometry results do not show the villa or associated buildings purely because the foundation remains are made from flint and chalk. The

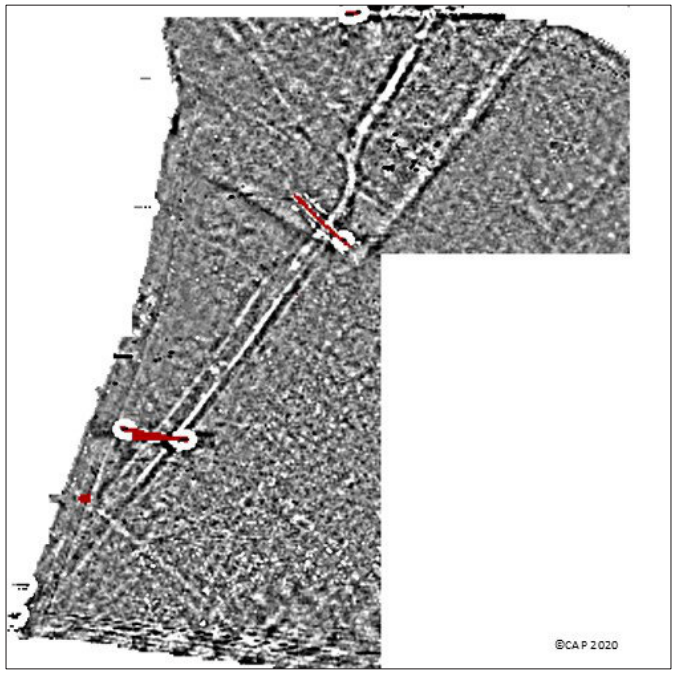

Figure 7, Resistivity Results from Courthouse Field

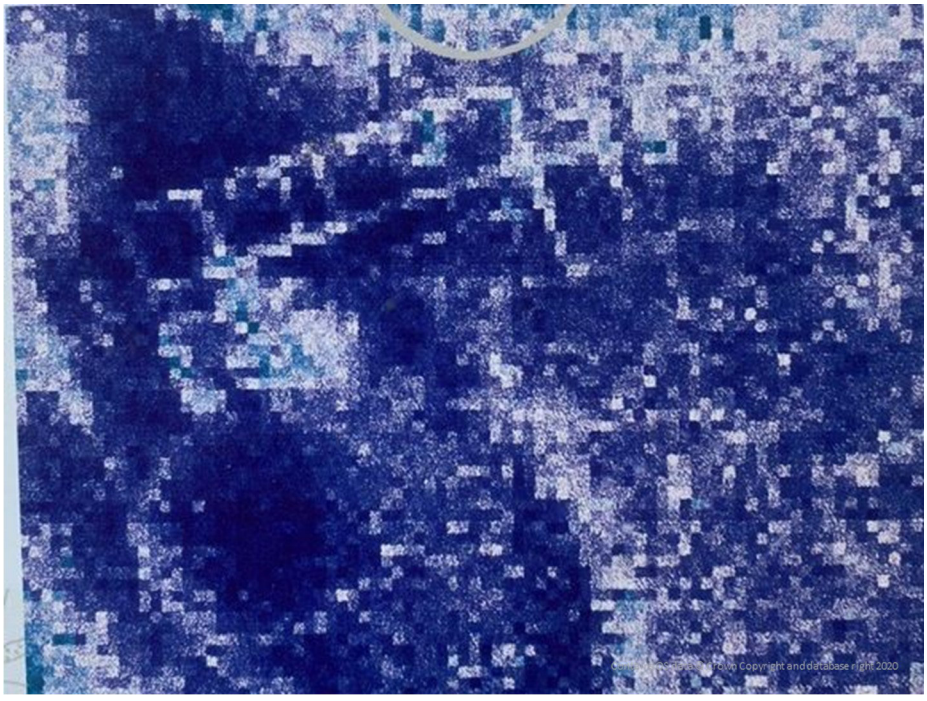

Figure 8, Resistivity Results from Dunstalls Field

Figure 9, Magnetometry Results from Dunstalls Field (Red circle Villa, blue circle Bathhouse), Map data © Google 2020

remaining linear ditches, post holes and pits are part of the villa site and have been subject to excavation. At the eastern edge of the field a very faint linear cutting across the bottom of Dunstall's Field can be seen and this is the northern roadside ditch (Staveley, 2021, 10-12).

The adjacent field to the southeast is called The Parsons Wallet (Figure 2). No geophysical survey has been carried out in this field to date, although, plans to complete one are in place.

The final survey tracing the road to date was carried out in Northend Field (Figure 2), which is adjacent to The Parsons Wallet to the southwest. Here the results clearly show the line of the roadside ditches, that appear to have changed direction (Figure 10) (see green line for projected alignment), which is probably due to the topography as there is approximately 1-1.5 meters height difference between the fields (Northend Field being the highest).

In 2010 The Stroude family bought the farm (Bridge Farm) on the East Bank of the River Ouse, opposite their farms at Culver and Cowlease. CAP also had a request that year from David Staveley, who had been researching Roman Roads, asking for permission to carry out a magnetometry survey at Bridge Farm as Margary had carried out an excavation here on RR14 (the London to Lewes Road), which was recorded as section 14 at the time of the excavation. Permission was granted and David Staveley along with help from CAP started the survey. The results were very impressive, and unexpected (Figure 11). Though the

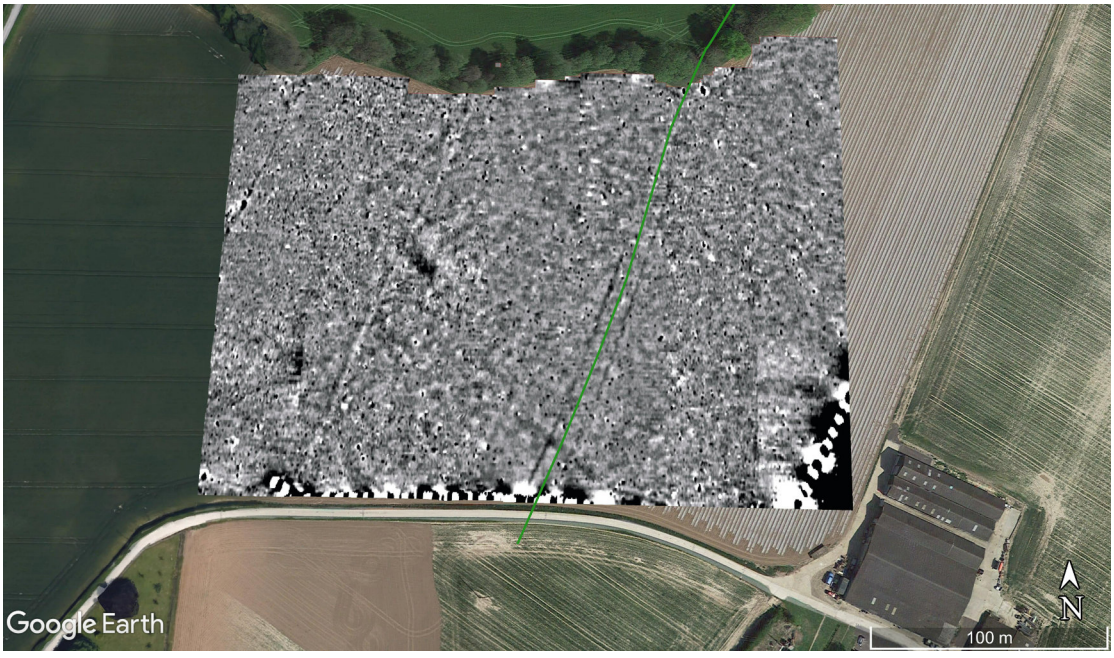

Figure 10, Magnetometry Results from Northend Field, Map data © Google 2020

Figure 11, Magnetometry Results from Bridge Farm, Map data © Google 2020, Ordnance Survey data supplied by the EDiNA digimap service. Crown copyright/database right 2010. All rights reserved

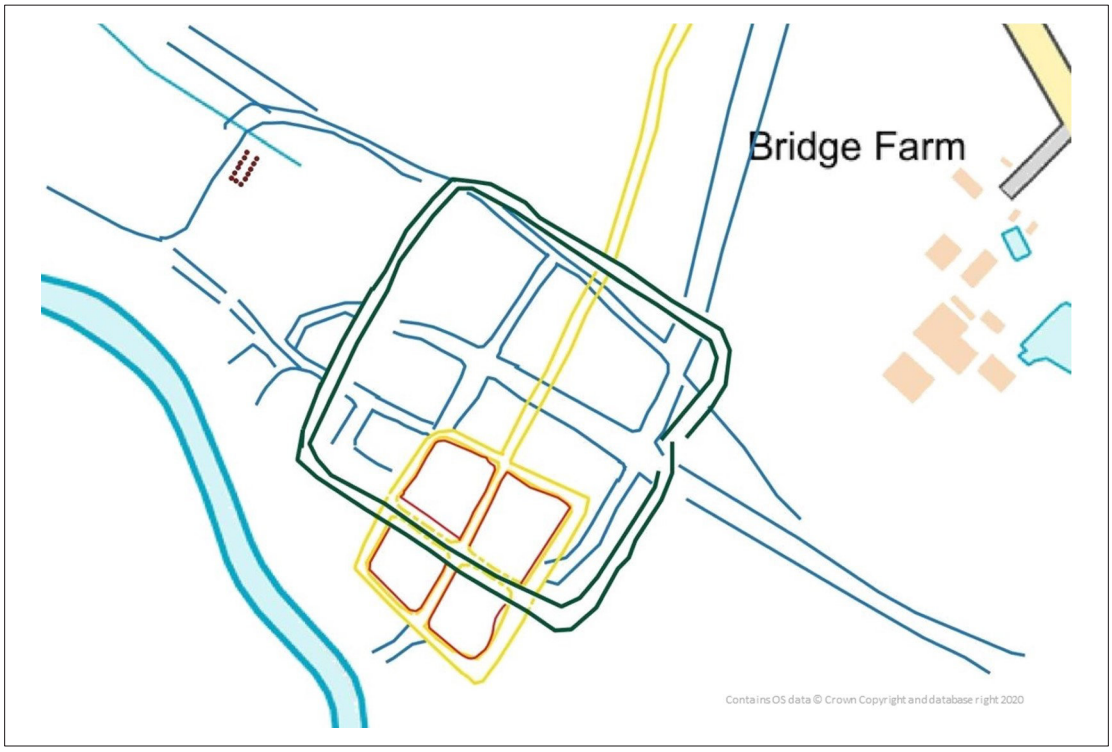

Figure 12, Authors interpretation of route of original Margary RR14. Ordnance Survey data supplied by the EDiNA digimap service. Crown copyright/database right 2010. All rights reserved

purpose of the survey had been to find RR14, the results yielded a great deal more. From these initial results, it was decided to expand the survey to cover all of House Field, and then all the farm. The main area of activity can be observed in House Field, which presents a possible small town/settlement set out in a grid system and a double ditch enclosure encompassing it. The archaeology appears to emerge from the settlement in all directions, probably comprising field boundaries and small-scale industrial activity (Wallace, 2019, 4).

As previously mentioned, the original focus of investigation was to reidentify Margary's London to Lewes Road, where section 14 had been excavated (Margary, 1965, 162). The main roadside ditches of the feature can be seen entering the settlement in the top north-east corner and appear approximately 18m wide. Reviewing the geophysical survey results, the road entering the settlement looks out of place. Looking at the earliest part of the settlement, the road appears to be coming out the settlement in the centre (Figure 12). Overlaying Margary's strip map of 1965 over the 2011 geophysical results, we can see section 14 was excavated within the settlement (Figure 13).

Excavations and Fieldwork.

CAP have carried out numerous excavations on Culver Farm and, since 2013, at Bridge Farm. These excavations have predominantly been used as a way of 'proving' results of the

Figure 13, Margary's strip map overlaid on Magnetometry results from Bridge Farm

extensive geophysical surveys completed by the project. The surveys have raised several interesting questions that could only be fully answered using archaeological sampling and open-area excavation. These excavations have been able to answer multiple research questions, while also producing many new ones.

The first excavation was completed in Courthouse field in 2005 over the previously mentioned flint scatter, where permission had been granted to open a hand-dug trench (figure 14). Some compacted flint was uncovered at either end of the trench (Figure 15), and this was believed to be the road foundations The gaps between flints were likely to have been caused by modern sub-soil ploughing. Unfortunately, no datable material was found during the excavation. The trench was recorded and backfilled. The only known Roman roads in this area was Margary's RR14, the London to Lewes Road, and RR140, the Greensand Way, though the London to Lewes Road was reportedly located on the eastern side of the

Figure 14 (right), Hand dug Trench from Courthouse Field

Figure 15 (left), Compacted flint road foundation in Courthouse Field

Figure 16 (right), Tree bowl under road in Courthouse Field

Figure 17 (left), Roman Road excavation in Courthouse Field

river Ouse, and Culver Farm is on the west side. This difference in location was interesting because Margary himself had stated that if he had not found the London to Lewes Road on the east side of the river, then a road of the west side would make more sense. With this placement, it would not have to cross the Ouse several times in the way that the route on the east was forced to do (Margary, 1933, 32). This raised several questions. Was the route of the London to Lewes Road correct, or was this a different road? Why would you have two roads either side of the river both going to Lewes? In 2008 we opened two evaluation trenches in Courthouse field and found the road foundations and interestingly in T2, at the western end of the road, we found a tree bowl burnt insitu, under the road foundations suggesting that the tree had been removed with the purpose of building the road (Figure 16). In 2009 we opened two open area excavations: one in Courthouse field, and one in Pond Field. These ran concurrently and lasted two seasons. The trench in Courthouse field was 50m x 50m and was excavated to expose the road and the S-bend (Figure 17). Our colleague Dr Mike Allen, an environmental archaeologist, came to assess the test pits we had excavated over a feature which ran east-west from and under the Road and identified it as a paleochannel that would have been present before the road was built, creating a wet area. The Roman period surveyors/builders diverted the road to cross it at 90° and once past, the road was diverted back to its original course (Allen, 2010, 1-3). The state of preservation in this field was quite remarkable. As previously mentioned, an old field boundary, still present in 1965, has helped preserve the road from heavy ploughing.

CAP excavated 7 evaluation trenches in 2006 in Culvermead (Figure 2), which was an interesting excavation. In one evaluation trench (TD) a metalled surface was uncovered. As it was excavated, a change in the surface at the western end was noted. It was lighter in

Figure 18, Roman Road overlain by *C*19th Century Road in Culver Mead

Figure 19, Aerial photograph of excavation of the Roman Road in Pond Field

colour and the surface contained Roman pottery and CBM, yet from the middle eastwards the surface was sterile of finds or features (Figure 18). Upon writing the report, the author researched the field more in depth and discovered that on the 1842 tithe map there was a pond in the southeast corner of the field, by 1873 the 25" OS map shows the pond as a gravel quarry, then the first Edition 6" OS map just shows contour lines showing a depression rather than a quarry. It is the authors interpretation that whilst they were quarrying the gravel, they built a temporary road for access, cutting through the top of the Roman road (Wallace, 2006, 16-21). As well as the road, waterlogged timbers were also discovered in Trench B and in Trench G, possible building foundations. Therefore, Culvermead is still an important site in need of further investigation. This field will also come up in further discussions regarding RR140 the Greensand Way later in the paper. It was our intention to carry out open area excavations in Culvermead in 2008, but due to a wet summer this had not been possible and plans for excavation here were cancelled.

At The Crink, whilst carrying out the resistivity survey, the surveyors conducted a small field walking exercise using the grid already laid out and both Roman pottery and ceramic building material (CBM) were recovered. This was especially the case where the deep subsoil ploughing had taken place, indicating that any archaeology must be buried under deep stratigraphy. Cap is planning to revisit The Crink at some time in the future.

Figure 20, Puddling pit with clay cap in Pond Field

In 2005 at Pond Field, two evaluation trenches were excavated to see if a continuation of the road surface found in Courthouse Field was present there. TT1, was located at the southern end of Pond Field nearest to our previous excavations in Courthouse field. The trench missed the compacted flint foundations of the road, though a Bronze Age ditch was located. TT2 was located at the top northwest and was more successful, as the road foundations, both roadside ditches, and two post holes adjacent to the roadside ditch were located. Both ditches and post holes contained Roman pottery and CBM (these excavations were prior to the magnetometry survey in Pond Field which did not take place until 2011) (Wallace, 2012, 1). In 2007 a large excavation was opened to uncover the road and any archaeology associated with the post holes previously found. A large area of the road was excavated, and this provided a good indication of how well the road had survived. It was, unfortunately, not in a good state of preservation and was only present at foundation level (Figure 19). The absence of a flint scatter across the field, as had been seen at Courthouse Field, should be noted and may have some correlation to the degree of preservation. It seems likely that the flint from the road had been robbed in the past and there are many buildings and walls made from flint in the surrounding area as possible evidence for this. It is also known locally that some school pupils missed school to go flint picking, whereby farmers would pay to have flints removed from their fields. (Personal communication D. Millum). There were several

interesting features associated with the road, the first being the two post holes. These were dug into the western ditch fill, indicating that the ditches were not cleaned out or recut. The second was a large rectangular pit on the western side of the road, that was interpreted as a possible puddling pit, which is a pit used in the process for readying clay for manufacturing process (possibly pottery or CBM). Malleable clay is put in the pit with water, then the clay is kneaded and left to settle and any organic materials float to the top. The main lower fill of this pit was a malleable clay, whilst in the corner on the southern edge of the pit, there was a clay cap in-situ with a gulley running into the roadside ditch, this clay cap would be removed to allow the organic material to flow off into the ditch (Figure 20) (Swan, 1984, 44-45).

In 2010 the trench in Pond field was 40m x 20m in size, most of this excavation was concentrated on the associated archaeology coming off the road (ditches, pits, postholes, etc). This consisted of the puddling pit above and a large boundary ditch running NW-SE across the eastern half of the excavation with a series of pits and areas of burning to the south. A number of these ditches can be seen on the geophysical survey image on both sides of the Roman road (Figure 6). One area had evidence of intense burning in and around a pit suggesting use as a hearth, possibly for small scale blacksmithing? The pottery assemblage from the Roman features has been dated mainly to the 3rd and earlier 4th centuries except

Figure 21, Roman Road seen in northern ditch in Parsons Wallet after ditch clearing

for the clay filled pit which was attributed to the latter part of the 4th century (Millum, 2016, 5). The site was recorded and backfilled after our 2010 season.

Parson Wallet (Figure 2) was previously mentioned with plans to carry out geophysical surveys, although no excavations have taken place, the farm had the northern ditch cleaned out, and the road can be seen in the section of the ditch (Figure 21).

The double ditch enclosure settlement at Bridge Farm that was revealed through the magnetometry survey was investigated through excavations from 2013-2021. The earliest part of the settlement dates *c*70AD, while the enclosure ditches date to *c*180AD. The double ditch enclosure appears to be short lived and was backfilled in the *c*3rd century, at around the same time that the settlement expanded. In the southwest of the site, a large, aisled building of 18m x 6m on a north-south axis was also excavated. This is believed to be a warehouse situated close to a possible port, there was a much smaller building on an east-west axis, which was probably pulled down to make room for the larger building.

Through excavation, the chronology of the site is much better understood. The earliest part of the settlement was established in the first century AD, and the settlement expanded at some stage between the late first and the second centuries. The enclosure ditches were dug around the late second century, which cut off some of the earliest parts of the settlement and the central road. Access to the settlement appears to have moved to the east. The short-lived double ditch enclosure was backfilled, and a new larger road was built entering via the northeast corner of the settlement, probably in the third century. Excavation has proven that the road overlay the enclosure ditches. Investigations were thorough and digging was completed through the road to natural geology to see if there was any evidence of an earlier road (Millum, 2018, 52-54).

Staveley carried out a GPR survey and believes that he has found the location of Margary's original section 14. A slot was also dug through the road inside the settlement, and it produced evidence that matches precisely with that described by Margary: '*road buried under 12 ins of topsoil. Metalling of flint, from large lumps to small chips, mixed with gravel, and a very small amount of iron slag, 15 ins thick in the centre. Width 21 ft. Surface very compact though not concreted, but the profile was rather irregular. Roman pottery overlay the edges of the metalling here.*' (Margary, 1965, 162).

It has now also been proven that Margary's RR14 does not go to Lewes and that the settlement is its start/end. So, the road should technically be referred to as the London to Bridge Farm, or London to Barcombe Mills Road. This does not devalue the work completed by Margary as it is only because of technological advances, such as resistivity and magnetometry that we know that he was excavating inside a Roman settlement with over 300 years of activity (Millum, 2018). Furthermore, Margary did not have a great deal of evidence to help with his identifications after he had left Bridge Farm, and he stated*:*

'*...past the west side of Wellingham (line partly eroded by a bend of the river Ouse); and so, at last to the shoulder of Malling Down on the north-east of Lewes, which it ascends by a still visible terraceway to connect with the many trackways in this area.*' (Margary, 1957, 55).

Figure 22, Geophysical survey results shown on one OS Map , Map data © Google 2020

Margary excavated two further areas of the road, sections 15 and 16, at Malling Down, which he identified as unmetalled and as a turfed terrace way (Margary, 1965, 162). The author believes that Margary had found one of the many trackways in this area, the type of which he had mentioned in his account. Staveley has also traced the road that emerged from the Bridge Farm Roman settlement, heading east through Laughton, Arlington and its destination appears to be Pevensey. Staveley argues that Margary's RR140, the Greensand Way, does not start at Barcombe House at Barcombe Mills, but is the continuation of the eastern road heading west that goes through the settlement, crosses the Ouse where the modern-day water pipe is located, and goes through Culvermead then off to Curds Farm where it continues along Margary's route (Staveley, 2021, 48-49). This theory needs some verification, and CAP plan to work on this in the future. Barcombe House is under new ownership and will be approached to see if it is possible to carry out both resistivity and magnetometry surveys in 2022-2023.

In conclusion, excavation and survey of this previously unknown road has proven that is Roman in origin. It was a substantial size, six meters in width plus two boundary ditches, and is located on the west bank of the River Ouse as Margary suggested it would have been if he hadn't discovered RR14 on the east bank. We believe that it runs from the Greensand Way (RR140) to Lewes via Ofham. Further investigation is required to confirm the start and finish points, which CAP will undertake at some point in the future. Most importantly CAP and the author cannot give enough credit and appreciation to the Stroude family (Landowners), Harold (deceased), Meg and Mark who's without their kind permission this project could not exist. Furthermore, their inside knowledge of the farm and their willingness to share this information has been greatly appreciated. In a mark of our appreciation our unknown road will be now known as Stroude Street (Wallace, 2012, 5), and has been awarded the Margary number RR14aa(x) (this volume, 334). CAP has in the last sixteen years done some

Figure 23, Map of local Roman Roads including David Staveley's interpretations of RR140 , Map data © Google 2020

outstanding work and had some amazing results (Figure 22), as a voluntary community organisation CAP is self-funding and has no paid staff. CAP runs a field training course for Canterbury Christ Church University and its legacy is the number of trained archaeologists that have gone on to work in the commercial and voluntary archaeology sectors. We have many more years ahead of researching our Roman landscape, and hopefully will have the opportunity to report future work to Itinera. We would love to know the locations for the start and end point of Stroude Street, and if Margary's Greensand Way starts at Barcombe House or runs through our settlement. A map (Figure 23) shows the known Roman Roads and projected roads to date. For more information about CAP please visit our website for all the latest www.culverproject.co.uk

Acknowledgements.

I would like to thank Lindsay Banfield for her help in proof reading and editing this paper. Also, my wife Clara Gonzalez – Hernandez for help with editing and her work with GIS. I would also like to take the opportunity to thank my Co-director David Millum and the CAP committee, John Kane, Nancy Wiggington, Mike Naylor, Andy Symonds for all their tireless work over the years. And David Staveley for all his help with geophysical surveys and his

expertise. Furthermore Andy Seaman from Canterbury Christchurch University for his support and help with the training school, and finally all the volunteers and students who have excavated and carried out geophysical surveys over the years. Thank you all.

Bibliography

Allen, M. 2010: *Court House Field (CHF09) Site geoarchaeology report.* Unpublished grey literate report AEA. Wiltshire.

Bird, D. (Editor) 2017: *Agriculture & Industry in South-East Roman Britain.* Oxbow books. Oxford & Philadelphia.

Gammon, A. Rudling, D. Butler, C. 2008: *Barcombe Roman Villa.* Heritage Marketing and Publication Ltd. Norfolk.

Margary, I.D. 1957: *Roman Roads In Britain. Vol 1 South of the Foss Way-Bristol Channel.* Phoenix House Ltd. London.

Margary, I. D. 1965: *Roman Ways In The Weald.* Cox and Wyman. Norfolk.

Millum, D.H. 2016: *Investigation of the Roman road and roadside activity in Pond Field, Culver Farm, Barcombe, 2005 to 2013.* Unpublished. Culver Archaeological Project. (www.culverproject.co.uk)

Millum, D.H. 2018: *Bridge Farm, Excavations of a Romano-British riverside settlement Part 1: 2011-2017.* Unpublished. Culver Archaeological Project. (www.culverproject.co.uk).

Rudling, D. Butler, C. Wallace, R. 2010: *Barcombe Roman Villa:* British Archaeology Volume 11 March 2010, Council for British Archaeology, York.

Staveley, D. 2021: *A Geophysics Survey on the Roman Roadside Settlement at Barcombe.* Unpublished. https://drive.google.com/file/d1KpzPTf5zRqLsLlbc-GAA1Qnl_fq7NqGo/view

Swan, V. 1984: *The Pottery Kilns Of Roman Britain.* Royal Commission on Historical Monuments. Her Majesty's Stationary Office. London.

Wallace, R. 2006: *A Report of Archaeological Excavations carried out in Culvermead, Culver Farm Church Road, Barcombe BN8 5TR.* Unpublished. Culver Archaeological Project. (www.culverproject.co.uk)

Wallace, R. 2012: *Archaeological Evaluation And Excavation And Assessment Of Results From 2005 - 2010.* Unpublished. Culver Archaeological Project. (www.culverproject.co.uk)

Wallace, R. 2014: *Roads, Rivers and Romans: A Roman Town on the Upper Ouse?* HLF Funded Community Archaeological Assessment. Unpublished AOC Archaeology grey literature report, London.

Wallace, R. 2019: *Desk Based Assessment at the site of the old lagoon:* Unpublished. Culver Archaeological Project.

Websites

www.culverproject.co.uk

https://www.romanroads.org/