Appendix 11.3: Northamptonshire Archaeology, September 2013.
Archaeological Desk-based Assessment for the Weedon Bec and Flore Bypass, Northamptonshire
Archaeological desk-based assessment for the Weedon Bec and Flore bypass, Northamptonshire

Jim Brown
Report 13/164
September 2013
WEEDON BEC AND FLORE BYPASS

STAFF

Project Manager  Jim Brown BSc PGDip MIfA
Historic research and text  Jim Brown
Illustration  Jim Brown and Amir Bassir BSc

QUALITY CONTROL

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Northamptonshire Archaeology conducted an archaeological desk-based assessment for the Weedon Bec and Flore bypass, Northamptonshire, in advance of geophysical survey and archaeological trial trench excavations. The study covered an area extending across three parishes, over 6km in length and 0.5km to either side of the road corridor. Eight potential archaeological sites were identified along the route of the road corridor. The earliest potential archaeological site was a flint scatter of Mesolithic and Neolithic date. Aerial cropmarks suggest the possibility of two Neolithic long barrows to the north of Flore. A further four potential sites, north of Flore and between Flore and Upper Heyford, may produce remains of prehistoric or Romano-British date, suggested by cropmarks and stray pottery finds. The extent of medieval ridge and furrow cultivation was identified from aerial photographs and the Open Field Survey of Northamptonshire, registered on the Historic Environment Record. A short fragment of late medieval to early post-medieval road and the bridge across the tributary between Flore and Dodford were identified on aerial photographs and the historic map of the Knightley estate at Dodford, 1742. The development was considered to have a high probability of encountering archaeological remains of local, regional and national interest. Further detailed assessment work was recommended.

### PROJECT DETAILS

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### PROJECT LOCATION

- **County**: Northamptonshire
- **Site address**: n/a
- **Study area**: c6km long road corridor
- **OS Easting and Northing**: between SP 6721 5947 and SP 6207 6008
- **Height OD**: c75-120m above Ordnance Datum

### PROJECT CREATORS

- **Organisation**: Northamptonshire Archaeology
- **Project brief originators**: Simon Levell, MGWSP Highways
- **Project Design originator**: Jim Brown, Northamptonshire Archaeology
- **Director/Supervisor**: Jim Brown, Northamptonshire Archaeology
- **Project Manager**: Jim Brown, Northamptonshire Archaeology
- **Sponsor or funding body**: Northamptonshire County Council

### PROJECT DATE

- **Start date**: August 2013
- **End date**: August 2013

### ARCHIVES

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### BIBLIOGRAPHY

- **Title**: Archaeological desk-based assessment for the Weedon Bec and Flore bypass, Northamptonshire
- **Serial title and volume**: 13/164
- **Author(s)**: Jim Brown
- **Page numbers**: 33
- **Date**: September 2013
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Back: Rail disaster, Weedon Bec, 21st August 1915, looking ?south-east (Central Lib)
ARCHAEOLOGICAL DESK-BASED ASSESSMENT FOR THE
WEEDON BEC AND FLORE BYPASS
NORTHAMPTONSHIRE
SEPTEMBER 2013

Abstract

Northamptonshire Archaeology conducted an archaeological desk-based assessment for the Weedon Bec and Flore bypass, Northamptonshire, in advance of geophysical survey and archaeological trial trench excavations. The study covered an area extending across three parishes, over 6km in length and 0.5km to either side of the road corridor. Eight potential archaeological sites were identified along the route of the road corridor.

The earliest potential archaeological site was a flint scatter of Mesolithic and Neolithic date. Aerial cropmarks suggest the possibility of two Neolithic long barrows to the north of Flore. A further four potential sites, north of Flore and between Flore and Upper Heyford, may produce remains of prehistoric or Romano-British date, suggested by cropmarks and stray pottery finds.

The extent of medieval ridge and furrow cultivation was identified from aerial photographs and the Open Field Survey of Northamptonshire, registered on the Historic Environment Record. A short fragment of late medieval to early post-medieval road and the bridge across the tributary between Flore and Dodford were identified on aerial photographs and the historic map of the Knightley estate at Dodford, 1742.

The development was considered to have a high probability of encountering archaeological remains of local, regional and national interest. Further detailed assessment work was recommended.

1 INTRODUCTION

Northamptonshire Archaeology (NA) was commissioned by MGWSP Highways, on behalf of Northamptonshire County Council (NCC), to conduct an archaeological desk-based assessment (DBA) along the whole length of the Weedon Bec and Flore bypass road corridor (between NGR SP 6721 5947 and SP 6207 6008; Fig 1). The road corridor is 6km long and combines areas of cutting with areas of embankment. The route passes through the parishes of Upper Heyford, Flore and Dodford. The southern embankment at the new A5 junction extends into the parish of Weedon Bec. Desk-based assessment has consulted records for all of these parishes, with particular attention to areas of archaeological impact.

This work has been undertaken at the request of MGWSP Highways in preparation for further assessment works, the scope and extent of which will be determined in consultation with the NCC Archaeological Planning Advisor. At the time of this report no formal brief has yet been issued, but it is understood that further works will follow as part of a progressive staged assessment of the archaeological resource. A method statement for geophysical survey has been requested by NCC Planning and a brief will be issued in advance of any intrusive investigations, pending satisfactory completion of the preliminary assessments.

This report has been prepared in accordance with current best archaeological practice as defined in the Institute for Archaeologists’ Standard and Guidance for desk-based assessment (IfA 2011), the Code of Conduct (IfA 2010) and the procedural documents of English Heritage (EH 1991; 2006).
2 BACKGROUND

2.1 Archaeological background

The parishes through which the road corridor passes have all been the subject of fieldwork conducted by The Royal Commission on Historical Monuments of England (RCHME 1981; 1982). Apart from this extensive survey of the county, little research has been undertaken in the area. The work of the RCHME provides a basic overview of historical assets dated prior to the industrial age and a broad platform from which to approach the current assessment.

Prehistoric

A Mesolithic axe and part of a Neolithic polished axe have been found in at Flore, although where is not known. Another polished Neolithic axe was found in a garden in Bricketts Lane, Flore, in 1974. Worked flints have been found in the parish of Weedon Bec, but their exact location is not recorded.

Late Iron Age and Roman

Upper Heyford

A stone bracer or wrist guard was found in 1949 to the south of Upper Heyford. A single 2nd-century AD Roman coin of 'Faustina' is also recorded. Roman settlement is thought to have lain to the north-west of Upper Heyford, where Roman pottery including grey wares and 4th-century AD Nene valley wares were found in 1963. The site is thought to have been partially destroyed by the M1 motorway.

Flore

A 4th-century AD Roman coin of Constantius I was recorded together with three groups of cropmarks noted through aerial photographs, examined in more detail later in this study.

Weedon Bec

During the 19th-century inhumation burials were discovered close to Watling Street, which may have been Roman in origin. At the time they were ascribed to plague victims, but are undated.

Dodford

Several 3rd-century AD coins of Constantine and one of Tetricus, have been found in the parish, mostly along Watling Street, which forms part of the east parish boundary. This Roman road was the principal route from London and the channel ports into the north-west territories of Britannia, to the fortress at Chester (Deva), and a supply route into North Wales for the legions. The stretch of road passing through Weedon Bec lay between the Roman towns at Towcester (Lactodorum) and Whilton Lodge (Banaventa), although neither was a military post. Both settlements were established following on from late Iron Age occupation, and they expanded in the 1st and 2nd centuries AD to become settlements of local influence. As with all rural settlement during the period, they were subject to the same economic fortunes observed elsewhere in Britannia and entered a period of contraction and decline in the late 3rd and 4th centuries.

Anglo-Saxon

The RCHME does not record any evidence for Anglo-Saxon settlement, but it is likely that most of the late medieval manors were founded upon earlier late Saxon manors. The lack of fieldwork in the area means that this has not been demonstrated.
**Late medieval and early post-medieval**

**Upper Heyford**

The village is first noted in 1086 when it was listed in Domesday Book as comprising two small manors, both held by the Count of Mortain (Ryland et al. 1902, 322, 328). Thereafter, the parish is always combined with Nether Heyford in the documentary record until the 1673 Hearth Tax and the land was divided between Heyford, Flore and Bugbrooke.

The RCHME mentions a cartographic representation of the village from 1758, but this could not be traced in the Northampton Record Office (RCHME 1982, 89-91). The map shows the village with two roughly parallel streets extending south from the main road (the present A45). No buildings are depicted on the west side. Home Farm is depicted, and a single cottage at the junction of the street with the main road. Two other farms are depicted to the south of Home Farm, on the east side of the street. To the west of Home Farm the map shows a subsidiary loop road which no longer exists. Along the eastern street North Farm stood, on the west side, with another single cottage at the A45 junction. By the Ordnance Survey map of 1834, buildings lay along west side of the village and another farm had been built to the east, but buildings to the south of Home Farm had been demolished.

The surviving earthworks suggest that there were two groups of buildings lying along the two parallel streets, which may have expanded southwards along these streets and then contracted before the mid-18th century. The surviving earthworks are in poor condition. To the south of Home Farm lie former yard areas, an area of shallow quarry pits, with two rectangular sunken platforms beside the road. Between the two streets is an area of low earthworks of no coherent form, the south part of which has been ploughed. A quantity of medieval pottery was found here and the two groups of earthworks are linked by a series of shallow ditches, scarpes and low banks which may be the boundaries of former closes. Fieldwalking nearby suggests that the settlement was limited in extent. The exact date of the enclosure of the common fields of Upper Heyford is unknown but Bridges, writing in c1720, stated it was enclosed eight years previously (Bridges 1791, 525). Ridge and furrow earthworks remain and can be traced over large parts of the parish.

**Flore**

Settlement remains lie immediately east of the church where fragments of at least one and perhaps two enclosures are bounded by low banks. Flore developed around six lanes extending from the Daventry to Northampton road. There are traces of a former triangular green at the north end of Sutton Street and another area called The Green lies further to the south. The parish church is situated south-west of the modern settlement. The layout suggests that the village has either migrated towards the High Street or has been laid out anew. Apart from the earthworks all of the land to the south and west of the church is permanent pasture or parkland.

Flore was enclosed by an Act of Parliament in 1778, although no enclosure map is known to survive. Three open fields existed; East Field lying between Glassthorpe (a smaller manor attached to Flore) and Brington Road, Middle Field between Brington Road and Brockhall Road, and West Field covering the parish as far as Watling Street. The ridge and furrow of these fields survives extensively.

**Weedon Bec**

Weedon Bec was enclosed by Act of Parliament in 1777 and its open fields can still be traced over much of the parish, however, the medieval settlement is beneath the sprawl of the modern village. A former close, bounded by a curving bank and ditch, is crossed diagonally by a broad hollow-way running south-west to Farthingstone.
**Dodford**

A 14th-century Burgundian imitation of an English quarter-noble coin was found in 1955 in the north of the village. Settlement remains lie in and around the existing village on the sides of a small stream and its tributaries. Most of the earthworks have been ploughed.

Dodford is first mentioned in an Anglo-Saxon charter of 944 and is recorded in Domesday Book as a manor of three hides belonging to the Count of Mortain (Ryland et al 1902, 326). The surviving earthworks comprise long rectangular paddocks bounded by shallow ditches, south of the stream and east of the main street. Stone-rubble and pottery, mainly of the 13th-14th centuries, has been found fronting the street, indicating that they were once tofts and crofts. To the north of the stream were rectangular tofts and crofts extending up the hillside. The regular arrangement of the earthworks implies a planned settlement. Closes lay north of the church, with further earthworks on the west side. A shallow hollow-way once extended south to the main Northampton to Daventry road, also flanked by closes.

A deer park lay to the south, enclosed by William de Keynes after 1222. The location of the park is partly shown on the map of Dodford of 1742 and gives the name Park to the large pasture field south of the manor house (NRO Map 852). The common fields of Dodford were enclosed by private agreement in 1623 (NRO Grant H5) and its cultivation remains can be traced to the north, east and south of the village.

**Industrial**

A Napoleonic period military work lies north-west of Weedon Barracks. The earthwork was raised following the construction of the barracks in 1803 and lies on top of the medieval ridge and furrow. On the Ordnance Survey map of 1834 the site is described as a 'Redoubt' and is shown as a rectangular feature with a projecting southern end. A likely explanation is that it was constructed for military training purposes.

The Grand Union Canal and the London Midland Railway both pass through Weedon Bec on their way north from London towards Birmingham and the Black Country. Both served as major communication routes in the 19th and early 20th centuries for goods and passengers. The close proximity of these routes, together with the coaching turnpike road along Watling Street and the modern M1 motorway, all owe their alignment to the topographic point of the Nene Valley near Brockhall, to the north of Weedon Bec. At this point the four communication routes pass through a narrow gorge at 80m above Ordnance Datum, where the land rises to 140m above Ordnance Datum to either side. The nature of the topography of the Nene Valley implies that the area was an important route, probably even before the Roman road was built.

### 2.2 Topography and geology

The road corridor crosses two tributaries of the Upper Nene Valley, through an area of undulating Northamptonshire wold. The route begins in the east at the M1 Junction 16 in the parish of Upper Heyford at c75m above Ordnance Datum, immediately east of Upper Heyford village. The route passes north of the village, across the Nene Valley slope, where the ground rises gradually until it reaches a tributary valley to the north of Hollandstone Farm on the east side of Flore. The tributary flows south to join the River Nene to the north of Nether Heyford and is crossed by the road corridor. The land then rises sharply onto a plateau to the north of Flore at c105m above Ordnance Datum. The route crosses this plateau to the north-west until it turns abruptly south-west, south of Broamenthill Spinney. At this point the route passes across slope to make the easiest descent of an otherwise steep valley side that crosses Watling Street, the Grand Union Canal and the London to Birmingham main line railway at c80m above Ordnance Datum. The ground then rises on
the opposite valley side to join the Northampton to Daventry main road (A45) to the southeast of Globe Farm, to the west of Weedon Bec, at c120m above Ordnance Datum.

The geology of the valley sides comprises a sequence of Upper, Middle and Lower Lias Clay (BGS 2001). Northampton Sand with Ironstone, Inferior Oolite Limestone and outcrops of cornbrash and clay may also be expected. The soils of the valley bottom are of the Fladbury 1 association, comprising stoneless clayey soils that form over river alluvium and are prone to waterlogging (LAT 1983, 813b). The valley sides are covered by soils of the Oxpasture association, which are fine loamy clay soils with slowly permeable subsoil and seasonal waterlogging (LAT 1983, 572h). These soils form over Jurassic and Cretaceous clay. The soils at the top of the plateau, north of Flore, are likely to be of the Denchworth association, which comprise seasonally waterlogged clayey soils with some finer loamy clays and calcareous inclusions which are prone to landslips (LAT 1983, 712b).

3 AIMS AND OBJECTIVES

The principal aim of the archaeological desk-based assessment is to identify the nature and potential for archaeological remains to be present within the proposed road corridor and, in particular, to assess the potential impact of the development upon the archaeological and historic resource.

The work is in accordance with the investigative frameworks defined by the published research priorities set out for the East Midlands (EH 1997; Cooper 2006; Knight et al 2012). Since little fieldwork has been completed across the parishes that will be affected, every effort has been made to gather together all known data and recorded information to provide a platform for further assessment and enquiry. The information of this DBA will be used to inform the decision-making process and enable a focused approach towards assessment, ultimately aimed to enable an accurate and targeted fieldwork strategy designed with as high a level of confidence as possible.

4 METHODOLOGY

The Northamptonshire Historic Environment Record (HER) was consulted to identify all recorded sites, find spots and previous archaeological interventions that lay within 0.5km to either side of the road corridor and its associated works. The search included attention to the remains of all periods, listed buildings and other 18th and 19th-century industrial assets are summarised where relevant, as these structures are heavily recorded. The parishes of Upper Heyford, Flore, Weedon Bec and Dodford were considered in light of the lack of archaeological fieldwork, and the data collection focused upon a study of these four parishes. Aerial photographs held at the HER were scrutinised and their proximity related to the position of the road corridor.

A visit was made to the Cambridge University Aerial Photographic Library to consult the collection of images held within the archive and the list of available images held by English Heritage at the National Monument Record in Swindon was also compared against those images viewed to identify any other useful sources that may have been missed. RAF photographs were consulted at Northamptonshire Record Office (NRO).

The archives of the NRO were examined for relevant historic documentation that might contribute to an understanding of the former land use along the road corridor. Other documentation included cartographic sources, estate maps and plans, photographs and photographic histories, prints, title deeds, wills, sale catalogues, trade directories and any other relevant primary or secondary documentation held within the archives.
Local histories, newspapers and photographic records were examined for details of prominent events through the collection held at the Discovery Centre at Northampton Central Library, together with more recent Ordnance Survey map evidence. The historical map evidence was collated and studied through map regression defining historic field boundaries and buildings along the road corridor.

The work of local volunteers from the Community Landscape and Archaeology Survey Project (CLASP) was consulted in discussion with Dr Stephen Young of Northampton University (www.claspweb.org.uk/LOCAL/index.html). Permission has been given to include their survey data from the site at Flore within the present DBA.

5 DESK-BASED ASSESSMENT

5.1 Historic Environment Record (HER) data

All of the registered historic environment assets within the HER that lie within 0.5km of the road corridor and major junctions are depicted on Figure 2. They are listed below in chronological order by period (Table 1), individual buildings and site elements are contained within the major groups described here rather than as separate entries.

Table 1: Inventory of Historic Environment Record data

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Prehistoric

There have been a small number of finds recorded from Flore, which comprise worked flints (HER907; 912). The flints are of Mesolithic and Neolithic date and lie in scatters towards the edges of the natural plateau to the north of Flore, where the spring line would be expected. Between the flint scatters, on the level ground to the south of Broamenthill Spinney, are cropmarks which may indicate a funerary site occupied by the remains of two Neolithic long barrows (HER7070; front cover). No fieldwork has been conducted on these sites.

Late Bronze Age worked flints, pottery and a stone armguard have been found at Upper Heyford (HER827; 5303). There are a number of undated cropmarks to the east of the village, which include potential pits, gullies and ditches, which may be associated with these finds (HER8097).

Late Iron Age and Roman

Many cropmarks are undated, and often these relate to former field systems, enclosures and settlement that predate medieval cultivation, but where older prehistoric forms have not been identified. Such sites often bridge the late Iron Age and Roman periods, but no work has been done on these particular sites to confirm the theory. The sites are evenly distributed across the landscape; two lie on the gentle sloping valley sides overlooking the brook from Nobottle (HER 945; 5948), one lies on a slope overlooking the River Nene to the north of Weedon Bec (HER9631), and another lies upon a low rise in the plateau overlooking the river at Hadlana House Farm (HER885). Only the last of these has been associated with Roman pottery.

Datable Roman finds have also been located to the north of Flore (HER905) and Upper Heyford (HER828), but so far they have not been associated with settlement evidence.

The most prominent and well known Roman feature that crosses the bypass road corridor is Watling Street (HER447), which was one of the principal roads of Roman Britain.

Anglo-Saxon

Although many undated cropmarks are often late Iron Age or Roman, this is not always the case. A further group of cropmarks is located in the valley to the south of Hollandstone Farm (HER7251). Scattered sherds of Saxon pottery have been found in this vicinity, although they are thought to have been from manuring (Dr Stephen Young, pers comm).

Domesday Book records the existence of settlements at Upper Heyford, Flore, Weedon Bec and Dodford, which are likely to have been the successors of late Saxon nucleated manors. However, it is not fully understood when or how the nucleation of settlement occurred, as earlier Saxon occupation tends to be more dispersed. There has been no dispersed identified in the area of study owing to a lack of fieldwork. A concentration of early to middle Saxon pottery has been noted to the north of Flore, on the opposite side of the motorway.
(HER906). Late Saxon charters, dated AD944 and 1021, describe the boundary route of an early estate, which included within its extent the whole of the land area west of Watling Street and north of Weedon Bec (HER8075).

**Medieval**

All of the villages along the bypass route have medieval origins which include their churches, surviving houses or house platforms, roads, hollow-ways, crofts, tofts, closes, quarries, ridge and furrow or other earthworks (HER780; 826; 883). In all the cases the principal focus of settlement lies away from the road corridor route and it is the wider extent of open field cultivation through which the route passes. The ridge and furrow cultivation remains are quite extensive, particularly to the north of Flore where aerial photography indicates that it is more widespread to the north-west of the village than the HER currently indicates (HER6943; 7857; 8320). Pottery has also been recovered from these fields (HER9540).

**Post-medieval and modern**

There is nothing recorded in the HER for historic assets dating from the 16th to 17th centuries, although it is likely that the medieval settlements continued to be occupied in much the same way as they had been since their foundation.

The 18th century marks the beginnings of economic change in the area when the existing crossroads at Weedon Bec became the junction for two turnpike roads (HER7376; 9418). A military barracks was established at Weedon Bec in 1803 (HER86), more recently used as a Royal Ordnance Depot. This was followed in the 19th century by the Grand Union Canal (HER442) and the railway (HER6297; 6944), together with quarrying activity between Flore and Upper Heyford (HER6497). Grange Farm and Dodmoor Farm also date from this period (HER6323; 6496; 6783) and drainage modifications were made north of the River Nene near Meadow Farm (HER5551).

More recently, land to the north of Weedon Bec was occupied by an RAF searchlight battery between 1939 and 1945 (HER913), and in 1959 the M1 motorway construction works were in progress, a development which was to revolutionise transportation in the 20th century (HER6948).
5.2 **Map evidence**

In order to assist the process of examining the map evidence, the road route has been divided into field numbers from the west of the route to the east (Fig 3). Some smaller field fragments are omitted from the number sequence for simplicity, for example; Field 2 is actually divided either side of the road corridor, Field 7 is an amalgam containing four broken hedgerows, Field 13 clips three small paddocks and the corner of the field by the brook (Doctor Close) at Field 18 is treated as part of Field 18 for this exercise.

**1742 map of the Knightley estate at Dodford**

This is the earliest map available and covers a small portion of the road corridor in Dodford (Fig 4; NRO map 852). The map depicts Field 1 at the westernmost extent of the bypass next to Globe Farm, on the Weedon to Daventry road, which is marked Globe Inn. The field is divided by hedgerows into four parts which are called Dove House Close, Great Lukes Pasture, Little Lukes Pasture and Gravelpit Ground.

![Map of the Knightley estate at Dodford, 1742 (NRO map 852)](image)

Slightly to the north of the proposed junction with the A5 lies the Dodford turn, which leads to Dodmoor Farm, which is also shown on the map but is not labelled. A road and bridge are depicted at the easternmost extent of the estate, labelled Floor Bridge, slightly to the north of the junction and crossing the tributary stream between Field 5 and Field 6 (Fig 5). The road has also been identified in Field 6 by aerial photography.
Map of the Knightley estate at Dodford, 1742 (NRO map 852) Fig 5

1779 Inclosure map of Flore

This map depicts the original enclosures that divided the open fields (Fig 6; NRO map 5259). The boundaries have changed considerably since the map was drawn and many of the mapped boundaries have been superseded by more recent arrangements. On this basis there are likely to be many ditches encountered that will be of post-medieval origin and can probably be tied to this map. The names of the landowners for the fields through which the road corridor will pass are given in Table 2, from west to east.

Table 2: Landowners named on the 1779 Inclosure map of Flore

<table>
<thead>
<tr>
<th>Field no.</th>
<th>Name of landowner in 1779</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Richard Kent esquire</td>
</tr>
<tr>
<td>6</td>
<td>Reverend Langton Freeman</td>
</tr>
<tr>
<td>7</td>
<td>Edward Roddis, 2nd allotment</td>
</tr>
<tr>
<td>8-9</td>
<td>William Roddis, 2nd allotment</td>
</tr>
<tr>
<td>10</td>
<td>Richard Kerby esquire, 1st allotment</td>
</tr>
<tr>
<td>10-11</td>
<td>Hugh Mufcott, 2nd allotment and Thomas Smith</td>
</tr>
<tr>
<td>Brockhall Road</td>
<td></td>
</tr>
<tr>
<td>12-14</td>
<td>William Capele, 2nd allotment</td>
</tr>
<tr>
<td>13a-c</td>
<td>James Phillips, 1st allotment and Robert Capel</td>
</tr>
<tr>
<td>15</td>
<td>Richard Adams</td>
</tr>
<tr>
<td>Brington Road</td>
<td></td>
</tr>
<tr>
<td>16-17</td>
<td>Reverend John Farrers, 2nd allotment</td>
</tr>
<tr>
<td>17-18</td>
<td>John Capell</td>
</tr>
</tbody>
</table>
Inclosure map of Flore, 1779 (NRO map 5259)   Fig 6

Estate plan of Thomas Thornton, 1837 (NRO map 2952)   Fig 7
1837 Estate plan of Thomas Thornton

This simple line drawn plan is of Field 8 (Fig 7; NRO map 2952). The land to the north remains in the ownership of the Roddis family, confirming its location. Hobhill Spinney is located on the southern boundary and Hobhill Farm is shown in the bottom right of the plan. The plan provides the layout of the 19th century subdivisions of the field.

1849 Tithe map of Upper Heyford

There are several versions of this tithe map in the NRO, this particular one was drawn to show the rental charges in lieu of tithe and shows all of the small parcels of land that existed in the 19th century that have been amalgamated into the larger modern fields prior to the 1900 Ordnance Survey (Fig 8; NRO map 994). Fields 23-29 are all depicted. The map drawn up in the year before lists the tenants on the land through which the road corridor will pass, although the specific fields are not all marked and it is not entirely clear (Table 3; NRO map 4180).

Table 3: Tenants named on the 1848 Tithe map of Upper Heyford

<table>
<thead>
<tr>
<th>Name of tenant in 1848</th>
<th>Land held</th>
</tr>
</thead>
<tbody>
<tr>
<td>James Banes</td>
<td>Meadow (Field 24)</td>
</tr>
<tr>
<td>William Wood</td>
<td>Arable, pasture and meadow (parts of Fields 23-27)</td>
</tr>
<tr>
<td>Stephen Staton</td>
<td>Pasture (parts of Field 25-27)</td>
</tr>
<tr>
<td>William Staton</td>
<td>Arable, pasture and meadow (Field 28)</td>
</tr>
</tbody>
</table>

Tithe map of Upper Heyford, 1849 (NRO map 994) Fig 8
1853 Estate map of Dodmore Farm

This map depicts the land belonging to Richard Hewitt esquire and shows a section of the London North Western Railway line, Dodmoor House, the Grand Union Canal, Watling Street and the road to Dodford (Fig 9; NRO map 3527). The land to the west and north is held by Sir Charles Knightley, Baronet, and the land to the south is held by Reverend John Holden. The road corridor will cross the southern portion of this map, Fields 2-4, which are called Far Dairy Ground, Far Spinney Ground and Long Meadow.

1875 Estate map of Thomas Jackman

The land on the north-east side of Flore is depicted by this map before the motorway was constructed (Fig 10; NRO map 3301). The arrangement of the enclosures through which the road corridor will pass, Fields 17-18, have remained unchanged to the present. They were called Upper Ploughed Field and Upper Mere Spot.
The fields to the north of Flore between the Brington and Brockhall Roads remain fairly similar to their layout at the time of inclosure in 1779. The land of Robert Capel had been divided into three parts. Many trees are depicted along the hedgerow boundaries and along the roadsides. The fields to the east of Flore, beside the brook from Nobottle are similar to the present, without the motorway cutting through them.

1885 1st edition Ordnance Survey, Sheet 43.12

The fields to the north of Weedon Bec are largely depicted as they are in the present, although several have been amalgamated into larger areas. Field 1 is divided into two parts, east and west, with a boundary that bears no relation to the estate map of 1742. Field 2 contained three blocks of land, one in the north and two beside the Weedon to Daventry road. Field 6 depicts a footpath and foot bridge that follows the route of the old Flore to Dodford road and crosses the tributary stream at Flore Bridge.
1900 2nd edition Ordnance Survey, Sheets 43.8, 43.12 and 44.9

The boundaries on these maps are largely unchanged to the present but there have been major changes such as the motorway and the establishment of new farms. A few minor alterations to field boundaries have taken place.

Field 1 had been amalgamated into a single unit, whilst the subdivisions in Field 2 had not yet been removed. The footpath and bridge are depicted much as they were in 1885, crossing Fields 5 and 6 (Fig 11). Field 8 was divided into four parts, much as it was shown on the 1837 estate plan of Thomas Thornton. The east part of Field 10 contained three compartments in the block of land to the east of Colinshill Farm. The farm did not exist at this time. The fields to the north of Flore, Fields 12-15 remained much as they had been on the 1885 Ordnance Survey, whilst Fields 16-18 were as depicted on the 1875 estate map of Thomas Jackman. The fields in Upper Heyford have also remained largely unchanged since the 1900 Ordnance Survey, Field 22 was originally divided into two parts, east and west.

1932 Field name map

A photostat depicting fieldnames and/or owners in the Flore parish is held at the NRO, drawn up from a study of the open fields. Following the route of the road corridor, the names are given in Table 4.

Of particular interest is the name allocated to the part of Field 10 in which the possible long barrow cropmarks have been identified, which is called Brumut Hills, perhaps implying the existence of tumuli.
Table 4: Field names marked on the 1932 map of Flore

<table>
<thead>
<tr>
<th>Field no.</th>
<th>Name given on the 1932 map of Flore</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Parly Co. (divided by)</td>
</tr>
<tr>
<td>6</td>
<td>Second Phipps</td>
</tr>
<tr>
<td>7</td>
<td>Phipps</td>
</tr>
<tr>
<td>8</td>
<td>Top Ashby’s</td>
</tr>
<tr>
<td>9</td>
<td>Trimmet Field (Rhoddis Ground)</td>
</tr>
<tr>
<td>10</td>
<td>Brumut Hills</td>
</tr>
<tr>
<td>10</td>
<td>Little West Furlong (Second Stone Stile)</td>
</tr>
<tr>
<td>10</td>
<td>Stone Stile</td>
</tr>
<tr>
<td>10</td>
<td>Big West Furlong (Ashby’s)</td>
</tr>
<tr>
<td>10</td>
<td>Brockhall Road Close</td>
</tr>
<tr>
<td>11</td>
<td>Fifteen Acres, clips Phillips Close</td>
</tr>
<tr>
<td>12</td>
<td>Lucerne</td>
</tr>
<tr>
<td>13</td>
<td>New Piece, clips Larband</td>
</tr>
<tr>
<td>14</td>
<td>Old Spot, clips Larband</td>
</tr>
<tr>
<td>15</td>
<td>Maresfoot and Lusson Hill</td>
</tr>
<tr>
<td>16</td>
<td>Nine Acres, clips Longlands Plough (Sixteen Acres)</td>
</tr>
<tr>
<td>17</td>
<td>Longlands Grass, clips Doctors Close</td>
</tr>
</tbody>
</table>

1958 and 1971 Ordnance Survey

The later edition Ordnance Survey maps indicate the most important development with the addition of the motorway. This has a fundamental impact on how the 19th-century field boundaries survive, cutting former fields into smaller parts, and leading to them being merged with neighbouring fields.

An area of ground to the north of Dodmoor Farm (now called Dodmoor House, with the modern farm located west of the railway), had been quarried. In 1958 it was a fairly small quarry, by 1971 it encompassed the whole field north of the farm between the railway and the canal. The 1971 maps also show a small amount of quarrying in Field 2, toward the north side of the road corridor.

5.3 Aerial photographic evidence

The aerial photographic evidence has been collected from a number of sources; Northamptonshire Historic Environment Record (HER), the National Monument Record (NMR), Cambridge University Library (CUAP), Northamptonshire Record Office (NRO) and the Northampton Discovery Centre. Some of the images refer to sites identified by the HER, but others identify potential sites in areas where no other information has previously been available (Fig 2).

Upper Heyford

An image from July 1986 in the HER depicts the field directly due south of the proposed new roundabout, Field 28, south of the M1 Junction 16 (HER SP6669/593). The field exhibits a linear cropmark aligned west-north-west to east-south-east, which appears to be a pit alignment. This feature could easily be associated with possible prehistoric remains (HER5303; 8097).

The substantial rectangular enclosures that are recorded to the north of the motorway are quite distinct on the aerial images from August 1979, July 1994 and July 1996 (HER945; SP662604/1-2; 1019/36-39; 1020/1-2; SP6560/004). There are also three images of a
trackway and another enclosure from May 1979, which lie within the vicinity of Glassthorpe and Upper Heyford, but their specific grid reference is not known (HER SP6660/3-5). They do not appear to lie near to the proposed bypass.

The RAF images are dated 13/4/47, and the village is located on the cusp between two frames (NRO RAF1174; 1264). One of these, frame 1264, depicts the fields in the north of the parish before the M1 motorway was built. A series of faint cropmarks appear to have been present in the footprint of the motorway, close to where Roman pottery was found (HER828; Field 23). The extent of the potential Roman features either side of the motorway is not known, ridge and furrow was also more substantial than it is today, indicating that much has been flattened since by agriculture.

Frame 1174 provides a vertical view of the shrunken medieval village house platforms, closes and quarries, together with the surviving extent of the open fields around Upper Heyford. These earthworks are more closely depicted by oblique images from January 1966 and May 1989 (CUAP AMW60-62; HER SP6659/006-008). Only the ridge and furrow extends within the road corridor route, Fields 24-28.

**Flore**

The bypass road corridor route takes a sharp bend to the south of Broamonthill Spinney and north of Collinshill Farm in Field 10 (Fig 2). On the north side of this bend lays a possible Neolithic burial site, which may comprise the remains of two long barrows (HER7070). These possible long barrows have been recorded on aerial images, which are comparable
with others of their kind, more typically known from the Wiltshire downs (HER SP6361/002-003; Fig 12). What is known about the distribution of Neolithic funerary monuments has always been distorted by the distribution of surviving sites. The potential existence of such a site would make it of regional and possibly even national interest as there is only a single excavated example in the county; Redlands Farm, Stanwick (Harding and Healy 2007, 73-83). The cutting of the road corridor is expected to clip its southern edge.

Further to the north of Broamenthill Spinney, on the north side of the motorway, another, even larger broad linear stone feature, was recorded in 1996 that suggests the possible existence of a further Neolithic monument (HER SP6361/004).

The RAF image showing the west of the parish, near Watling Street, indicates the possible arm of an enclosure cropmark at Flore Hill Farm (NRO RAF1268). This cropmark is due south of the site registered at Hadlana House Farm, but is probably part of the same feature complex associated with Roman pottery scatters (HER885; Dr Stephen Young, pers comm). The sub-rectangular enclosure visible at the latter site is recorded on aerial images from 1975 and 1994 (HER SP6360, 11-13; SP6360/023-024). To the north of the farm is a further group of cropmarks, on the south side of Hobhill Spinney, which betray another sub-rectangular enclosure together with adjoining field boundaries (HER SP6360/18-20). Together the whole of the complex stretches over 0.5km in length, seated upon the highest plateau overlooking this part of the Nene Valley, and commands an extensive view along Watling Street in both directions. The site may even be associated with the name wēo-dūn (hill with a temple or heathen temple) from which Weedon gets its name (Ekwall 1966, 503).

Further to the north of Flore, on the opposite side of the motorway and in fields to the north of Oxhouse Farm, cropmarks are recorded for a linear boundary or trackway, aligned roughly north to south (HER SP6461/4-5). The full extent of the cropmark is not particularly obvious, but appears to have associated field systems. There are also two smaller rectangular features that are depicted on the RAF vertical images (NRO RAF1266).

On the east side of Flore the RAF vertical image from 1947 shows a cropmark complex in the field directly adjacent to the south side of the A45, opposite the hotel and lay-by (NRO RAF1266). These cropmarks are immediately west of an area of ridge and furrow (HER6496) and quarrying (HER6497). The cropmarks appear to form a series of rectangular enclosures. Fields directly to the north of this, Field 18 within the bypass road corridor, have produced small scatters of Roman pottery (Dr Stephen Young, pers comm).

A particularly striking panoramic view of the Nene Valley from June 1949 looks south-east down the Watling Street, an angle that accentuates the dogleg of the Roman road as it shifts slightly south-west to avoid the river tributary, before resuming its course to the north of Weedon Bec (CUAP CU74). At the point where the proposed road bypass crosses the tributary between Fields 5 and 6 there appears to be a short length of disused rural road that survives, aligned north-west to south-east, across Field 6. The feature is confirmed by the RAF vertical photograph with trees along its boundaries (NRO RAF1268). The feature is also recorded on images from June 1975, where it has been denuded and seems to form a linear bank that cuts through the ridge and furrow to either side, making it a post-medieval addition to the landscape (Fig 2; HER SP6360; 5-8, 10, 17). The road is indicated on the 1742 map of the Knightley estate at Dodford, where it enters the estate at Flore Bridge, opposite the turning to Dodford from the A5, north of Weedon Bec and close to where embanking works will take place (NRO map 852). It has been suggested this may be the original road from Flore to Dodford, before the turnpike was established c1765 (HER9418; Dr Stephen Young, pers comm). The road and bridge may date in the period of the late 13th to 18th centuries.
There are a large number of aerial photographs which are taken at various angles around the village of Flore, which depict its layout and buildings, leaving the impression of a typically pleasant rural country village that succeeded a medieval manor (HER SP6460/7-11). The medieval settlement arrangement is masked by post-medieval and modern development, however, the street pattern remains intact. The relationship between the church, the village, the streets and the medieval market is not fully understood and may have been subject to later re-planning (HER780). However, aerial images do depict extensive medieval cultivation to the west, north and east of the village that extends far beyond that registered with the HER to include Fields 10-18 (NRO RAF1266; 1268). The bypass road corridor will pass through these open fields and over two-thirds will contain some remnants of medieval cultivation.

An image from May 1956 shows the tributary as it meanders through the parkland attached to Flore House (HER6811; CUAP SN87). The parkland does not appear to indicate any sign of ridge and furrow, and seems to comprise low-lying water meadow. Palaeo-channels can be picked out on the RAF vertical photographs where the new embankment for the bypass junction with the A5 will be created (NRO RAF1268).

**Brockhall**

An RAF vertical photograph shows the location of the former searchlight battery to the north of Weedon Bec, which is actually in the parish of Brockhall (HER913; NRO RAF1268). In 1947 this RAF facility had already been decommissioned and the scars of the battery emplacements remained. Later aerial images taken in January 1969 depict these features within the field as cropmarks, by which time they almost resemble prehistoric ring ditches (CUAP AWO48-49).

**Dodford**

The village of Dodford is well represented amongst the aerial photographic collections, but few of the images take in the area at the easternmost extent of the parish. Images of the village generally focus upon the church and the many earthworks that lie throughout the shrunken medieval settlement (HER883; SP6160/10-15). The sole exceptions are the images from 1979 and 1994 for the rectangular enclosure located beside the railway line and north of the A45, Field 2 (HER9631; SP6260/5; SP6260/006-008).

**Weedon Bec**

The early 19th-century military earthwork, which the RCHME describes as a ‘redoubt’, lies on the north side of the barracks and is depicted by an image from 1984 (RCHME 1981, 194; HER86; SP6259/13).

An image held amongst the photographic collection at Northampton Discovery Centre shows the barracks and depot at Weedon Bec, beside the River Nene (Fig 13). The image shows clearly a series of earthworks on the south side of the river, although their origin is unclear. Ridge and furrow earthworks are visible but seem to have been disturbed by later activity. A broad linear depression appears to connect two meanders of the river and may be a disused mill leet, whilst other larger depressions may indicate structures or quarrying. The site is also depicted on a vertical image from 1977, but only the ridge and furrow is visible with any clarity (HER SP6259/10).

Further to the west of Weedon Bec, near Four Views, cropmarks were recorded in a field on the south side of the A45 and west of the road to Everdon Stubbs, in 1979 (HER SP6159/3-4). The cropmarks comprise linear features that form a pattern, which is generally the result of amalgamating smaller land units into a rectangular field. They may not necessarily be of great antiquity, but could be the result of modifying a 12th to 13th-century assart block.
Earthworks to the south of the military barracks, Weedon Bec, 1972, looking west  Fig 13

5.4 Other sources

Place names

Place names can often provide indications of land use and a broad idea of when a settlement may have been founded. Some place names can be obscure and are based on disused languages or dialects, others appear relatively simple and are often corrupted forms.

Brockhall, which lies north of the motorway, is derived from the Old English brocc-hol, which refers to a badger set (Ekwall 1966, 67). The settlement is recorded in the 1086 Domesday Book as Brocole and in the 1220 Book of Fees as Brochole.

Dodford is thought to have been a crossing of a tributary that fed the River Nene, associated with a Saxon named Dodda, hence 'Dodda's Ford' (ibid, 147). The settlement is mentioned in the Cartularum saxonicum, AD944, as Doddanford. It is also recorded in Domesday Book as Dodeforde, and in 1232 as Doddeford.

Flore has an origin associated with arable production, as the Old English term flōr was often used in reference to a threshing floor (ibid, 182). In Middle High German another similar term, vluor, is used to describe a cornfield. Domesday Book refers to the settlement as Flore and later sources also call it Flora, which may also be derived from cultivation. The medieval evidence certainly demonstrates widespread open field cultivation throughout the parish.
Heyford refers to the crossing of the River Nene used at the time of the hay harvest (ibid, 238). The name appears in Domesday Book as Heiforde and Haifode. Upper Heyford is used to note the division from Nether Heyford in the valley bottom.

Weedon derives from the Old English words wéodūn, meaning the ‘hill with a temple’ or perhaps ‘heathen temple’ (ibid, 503). Interestingly enough, the hill overlooking Weedon Bec to the north-east at Hadlana House Farm, is where cropmarks have been identified that were associated with Roman pottery (HER885). The name was first recorded in the Weoduninga gemāre in AD944. In Domesday Book it is recorded as Wedone. The land was the possession of the abbey of Bec Hellouin in Normandy during the 12th century, which is when Bec was added to the name. Thereafter it is referred to in the 1379 Close Rolls as Wedon Beke.

Victoria County History

The parishes of Upper Heyford, Flore and Dodford are barely mentioned, except where more specific references note such details as the effigies that survive in the local parish churches at Dodford and Flore. What does receive closer attention is the priory at Weedon Bec (Ryland et al 1902, 182-183).

Roger de Thebovill gave a moiety of the manor to the Benedictine monks of the abbey of St Mary of Bec Hellouin, near Rouen in Normandy, which was confirmed in a charter by Henry II. In 1203 the abbey was fined 100 marks over the matter of non-payment of dues owed to the Exchequer for the land, in accordance with the Royal Charter. It later transpired that the monks had paid the grand sum of £66 13s 4d to Hugh de Nevill, then Chief Forrester and sheriff of several counties, who had failed to pass the money to the Crown. The charter was renewed in 1227 and again in 1253, confirming exemption from the swainmote (a court for administering Forest Law) that had fiddled them and adding a free warren to the monks privileges. In 1276 the abbot of Bec gained the right to a gallows and a court baron able to dispense justice for minor offenses within the manor at Weedon. By 1291, however, the abbey had reorganised their estate management and assigned the priory at Weedon to the possessions of Oakburn Priory in Wiltshire.

In 1414 the land was amongst many that passed to the Crown with the general suppression of alien priories, granted then to the provost and fellows of the royal free chapel of St George at Windsor in 1421. Henry VI granted a life interest in the manor to Henry, Earl of Stafford, in 1437, who died at the Battle of Northampton in 1460. Two years later, land described as ‘a parcel of the alien priory of Okeburn’ was granted to William Beaufitz for ten years, reverting back to the provost and fellows of Eton College, and later confirmed by Edward IV. The Valor of 1535 estimated the annual value to Eton College of the manor and appurtenances at the considerable sum of £40. There are now no remains of the priory or grange and its original location is not known.

Newspapers

The road corridor route crosses an embankment of the railway, an important industrial feature, but ordinarily nothing special. However, on the 21st August 1915 Weedon Bec was host to a tragic rail disaster which was covered in explicit detail by the Northampton Independent. Nine people were killed, including two Post Office workers, and thirty people were injured. Images of the disaster are held by the Northampton Discovery Centre and depict the crash, showing meadows containing ridge and furrow earthworks at the base of the embankment (Fig 14).
A loose coupling rod fell from the 09.35 train from Rugby, as it passed the Irish Express, onto the rails of the oncoming train. The subsequent derailment caused the firebox to rupture, setting fire to the engine. Two mail coaches behind the locomotive tumbled down the embankment into a turnip field (on the opposite side of the embankment to Figure 14), killing the postal workers. The guards van and third class coaches, carriages three to five, were catapulted from the top of the embankment into the neighbouring meadow, a fall of five feet, where most of the injured were found. The sixth carriage rolled up behind the engine and was turned to matchwood by the restaurant car as it passed through the coach and came to rest behind the engine. Behind the restaurant car the eighth carriage was thrown sideways across the track, the rear three carriages coming to rest behind it.

Such an incident would make the railway embankment a monument of local historical significance and consideration of the railway setting would be important. However, the detail of the newspaper article enables the site to be pinpointed more accurately.

The incident took place at 65-70mph after the Irish Express had exited the Stowe Tunnel (which goes under Watling Street) and immediately after passing the 09.35 train from Rugby, which had just left Weedon Station. This means that the embankment where the incident took place was on the south side of Weedon Bec. The absence of the canal in the foreground of Figure 14, and the presence of ridge and furrow, suggests that the image faces south-west at Stowehill with Watling Street and the canal behind the camera. The other images face south and south-east towards Stowe Tunnel (Figs 15-16). On this evidence the embankment that will be affected by the new bypass was not the site of the 1915 rail disaster and is therefore not of any greater historical significance than usual.
Rail disaster, Weedon Bec, 21st August 1915, looking south (Central Lib)  Fig 15

Rail disaster, Weedon Bec, 21st August 1915, looking south-east (Central Lib)  Fig 16
**Geophysical surveys**

There have been three relevant geophysical surveys conducted in recent years by the Community Landscape and Archaeology Survey Project (CLASP). The closest of these lies 410m to the north of the road corridor in Field 10, north of the motorway and south of the Brockhall Road (Fig 2). The survey identified widespread magnetic variations reflecting what appeared to be Romano-British settlement remains comprising a series of rectangular enclosures and possible building remains that would be consistent with a villa complex (Fig 17; Masters and Bunn 2004, figs 3-7). Traces of ridge and furrow were also observed. In addition, a surface collection survey was undertaken over an area of 2.95ha, which produced over 5,000 sherds of Roman pottery and tile, mainly of the 3rd to 4th centuries AD (Masters and Bunn 2004, 2). Three coins were also recovered by eye, they are all issues of Constantius II, two were minted in Trier, cAD330-35, the other was minted in Lyons, cAD353-55 ([www.claspweb.org.uk/LOCAL/](http://www.claspweb.org.uk/LOCAL/)). The site was probably the focal centre for a wider estate that benefitted from the relatively flat plateau upon which it was situated. Peripheral field systems and outlying structures extend within the area of the bypass road corridor as indicated by find spot HER905.

Another geophysical survey was conducted on the south side of Weedon Bec between Watling Street and the Grand Union Canal, north-west of the sewage works (Fig 2). The gradiometer survey located a number of magnetic anomalies that represent enclosures and other ditches (Fisher and Butler 2004). The eastern half of the survey contained the enclosures, ditches and pits of a prehistoric enclosed settlement, whilst other linear anomalies extended further activity beyond the surveyed area. Four coins were recovered from a site walkover; one of these was illegible, two were issues of Rome (Urbs Roma) which showed the wolf and twins, cAD330-37, and the fourth was issued by Constantius II, cAD353-55.

South of the River Nene, CLASP has undertaken successive surveys near Whitehall Farm, Nether Heyford, 1999-2005 (Fig 2; Masters 1999; 2000; 2002; 2005). Together these surveys have built up a geophysical image of the layout of a large prosperous Roman villa site and its associated enclosures, located 500m north-east of Watling Street. Metal detecting surveys on the site have recovered hundreds of coins dating from the late 1st through to the 4th centuries AD.
Potential archaeological sites

Fig 18
6 IMPACT ASSESSMENT

6.1 The proposed development

The development lies within the parishes of Upper Heyford, Flore, Dodford and Weedon Bec. The road corridor is c6km long and combines areas of cutting with areas of embankment as depicted on Figure 18.

There are three main junctions:

- Where the bypass leaves the A45 immediately south of the M1 Junction 16.
- Where the bypass crosses the A5 to the north of Weedon Bec.
- Where the bypass rejoins the A45 near Globe Farm, west of Weedon Bec.

All three junctions will be built upon embankment.

There will be seven new structures along the route of the bypass:

- On the road north of Upper Heyford that leads to Glassthorpe.
- At the crossing of the brook that flows south from Nobottle into the River Nene.
- On the Brington Road, to the north of Flore.
- On the Brockhall Road, to the north of Flore.
- At the crossing of the stream that flows south from Brockhall towards Weedon Bec.
- At the crossing of the Grand Union Canal.
- At the crossing of the London to Birmingham main line railway.

All seven structures are likely to involve excavation of foundations within a limited area that will cut below the archaeological level.

There will be three main stretches of cutting that will truncate the archaeological level:

- There will be a 1.26km long stretch to the north of Upper Heyford, beside the motorway until it crosses the brook flowing from Nobottle.
- There will be a 2.14km long stretch around the north side of Flore, from the opposite side of the brook to a point north of Hobhill Spinney.
- There will be a short 270m stretch of cutting to the west of Hadlana House Farm.

In addition to the road corridor it is expected that there will be certain additional auxiliary works that have not yet been fully defined, but which are expected to include compound areas, balancing ponds, drainage ditches, flood alleviation, access roads, spoil storage areas, hedge replanting and other ecological or geotechnical measures that may entail ground disturbance.

6.2 Potential impacts on archaeology

At its simplest level all excavations that cut the surface of the drift geology (i.e. below the subsoil) will damage archaeological remains, if present, and all surface movements on soft ground where the thickness of topsoil, subsoil and/or alluvium is less than 400mm may damage archaeological remains.

The preceding information, gathered through documentary sources, suggests that there are likely to be several archaeological sites along the route of the bypass road corridor and adjacent areas that will be impacted upon by the development. The extent of these sites is not currently known. The existence, state of preservation and date of such remains is
unconfirmed. A detailed scheme of assessment is recommended to enable planning decisions to be made prior to committing to the detail of the engineering design.

**Potential archaeological sites**

The current DBA suggests that potential sites may extend within the development in the following areas (Fig 18):

- Mesolithic and Neolithic exploitation of the spring lines, north-west of Flore, Field 9.
- Neolithic funerary activity and other prehistoric features in the vicinity of the long barrows, to the south of Broamenthill Spinney, Field 10.
- Prehistoric or Romano-British features to the north-east of Hollandstone Farm, close to cropmarks on the north side of the motorway, Fields 21-22.
- Romano-British settlement to the north of Upper Heyford, Field 23.
- Romano-British activity and/or features to the north of the Premiere Inn hotel on the A45, Field 18.
- Romano-British features and/or field boundaries in the periphery of the villa site, north of Flore and the motorway, Field 10.
- Medieval ridge and furrow cultivation along more than two-thirds of the route to the north of Weedon Bec, Flore and Upper Heyford.
- Late medieval to early post-medieval evidence for the road and bridge between Dodford and Flore, Fields 5-6.

This should not be taken as a finite quantification. In addition to these potential sites it is likely other sites may exist that are currently not known or indicated through the documentary records. Overall there is a high potential to encounter archaeological remains along the road corridor.

**Suggested assessment**

The assessment will confirm or refute the existence of any archaeological sites, assess their state of preservation, characterise their nature and extent, confirm their date of origin and enable the scope of further works to be defined. The more extensive the information is from the assessment, the more focused the mitigation measures can be made.

Two principal methods of assessment are proposed:

- **Geophysical survey** is suggested along the whole extent of the road corridor in order to achieve non-intrusive coverage of the development. Any larger auxiliary areas should be included. This method will allow major sites to be identified immediately and areas of low or negligible activity to be plotted.

- **Trial trench evaluation** should follow the geophysical survey, targeting both archaeological sites and areas where no archaeology is expected, thus confirming the results of the survey and allowing these to be eliminated from the mitigation requirements. Special attention should be made to the footprint of structures to determine whether any detailed mitigation is necessary for each of these. The depth of soils will need to be studied in areas of
embankment to determine where specific earthmoving methodologies can be employed to avoid impact on buried remains and diminish the need for more extensive mitigation.

It should be noted that prehistoric flint scatters are unlikely to be identified by either of these methods, however, long barrows and other prehistoric monuments are rarely associated with surface finds. Fieldwalking of the long barrow site is unlikely to add further information to the data that will be produced by geophysical survey and trial trench evaluation. Fieldwalking elsewhere will turn up surface material in the vicinity of features that are already intended to be examined in detail by the other methods. Limited fieldwalking for prehistoric worked flint in the vicinity of HER findspot 912 (Field 9) may substantiate exploitation of the spring line.

Considerations for further work

The requirements of the mitigation will be defined in discussion with the archaeological advisor for NCC Planning following the completion of the assessment fieldwork. Given the size and extent of the development, extensive areas of strip, map and sample excavation are undesirable owing to the high cost of stripping topsoil, subsoil and alluvial materials to the archaeological level in a controlled and archaeologically supervised manner. Cost would not be acceptable as grounds for omitting archaeological works, it is therefore intended that the present approach to assessment will enable a focused and targeted approach to mitigation, limiting the extent of open area excavation to specific known sites and enabling alternative approaches to be considered for preservation where possible. Similarly, the value of information retrieved at the last minute through attendance, observation, investigation and recording methods is often diminished and it is desirable to better determine the need for detailed fieldwork to increase the value of data retrieved, eliminating the need for attendant works and their running costs where possible.

7 CONCLUSIONS

Construction of the bypass and its associated works is expected to have a high probability of encountering several archaeological sites within its easement. At least one of these sites; that of the Neolithic funerary activity; may constitute a site of research importance and would subsequently attract national interest. Other later sites, mainly expected to be of Romano-British date, are likely to be of lower local and regional interest. Any of these sites that are identified within the areas of impact will probably attract archaeological mitigation requirements. Certain specific landscape features, such as the late medieval or early post-medieval Flore Bridge and Dodford to Flore road, and other post-medieval transportation routes may also require limited fieldwork in terms of investigation and some possible building recording.

Little work has been conducted across the parishes or wider area to draw together a better understanding of past landscapes and much of the present studies of Roman sites has been done through the Community Landscape and Archaeology Survey Project (CLASP). Work on prehistoric sites has been almost completely absent. Medieval and post-medieval studies have been limited to documentary work, building recording, ecclesiastical or architectural studies, studies of settlement morphology and the mapping of the open fields. There have been no focused attempts to understand the Saxon origins of the settlements or identify Saxon remains. On this basis a detailed scheme of fieldwork assessment will be essential to ensure that mitigation measures are conducted in a manner appropriate to both the development and the archaeological remains.
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