

6. CIVIL SETTLEMENT (*VICUS*)

An area approximately 2,200m² in extent to the south-west of the fort (Areas L and R) was stripped mechanically over two seasons (1977–8) to continue the search for remains of the postulated civil settlement. The northern limit of the excavation followed the southern limit of the guardianship area near the break of slope on the southern edge of a flat plateau to the west of the fort (Illus 1.2 and 1.4). The subsoil was, as elsewhere across the hillside, very stony boulder clay, but with a covering of silty soil in places where it had been washed down the slope. Though this had enhanced the preservation of some remains, for example in the south-east corners of Areas B and L (see 4.1, above), elsewhere they had suffered no less from agricultural activity over the centuries. The intensity of that activity was confirmed by the identification of a series of three parallel, post-medieval, dry-stone field dykes approximately 15m apart running down the slope across Area R, none of which were visible on the ground prior to excavation, or appear on the Ordnance Survey 1st edition 25-inch map of the area. It is no coincidence, therefore, that no trace survives of the surface of the bypass road in Area R (Illus 6.1).

The excavation revealed only very limited structural remains, but uncovered a complex of multiphase drainage ditches and gullies running downslope to link into those on the north side of the bypass road (4.2, above). The abundance of various categories of Roman artefactual material recovered from the drainage ditches strongly suggests that they had come from an area of intensive occupation further up the slope.

6.1 Structural remains

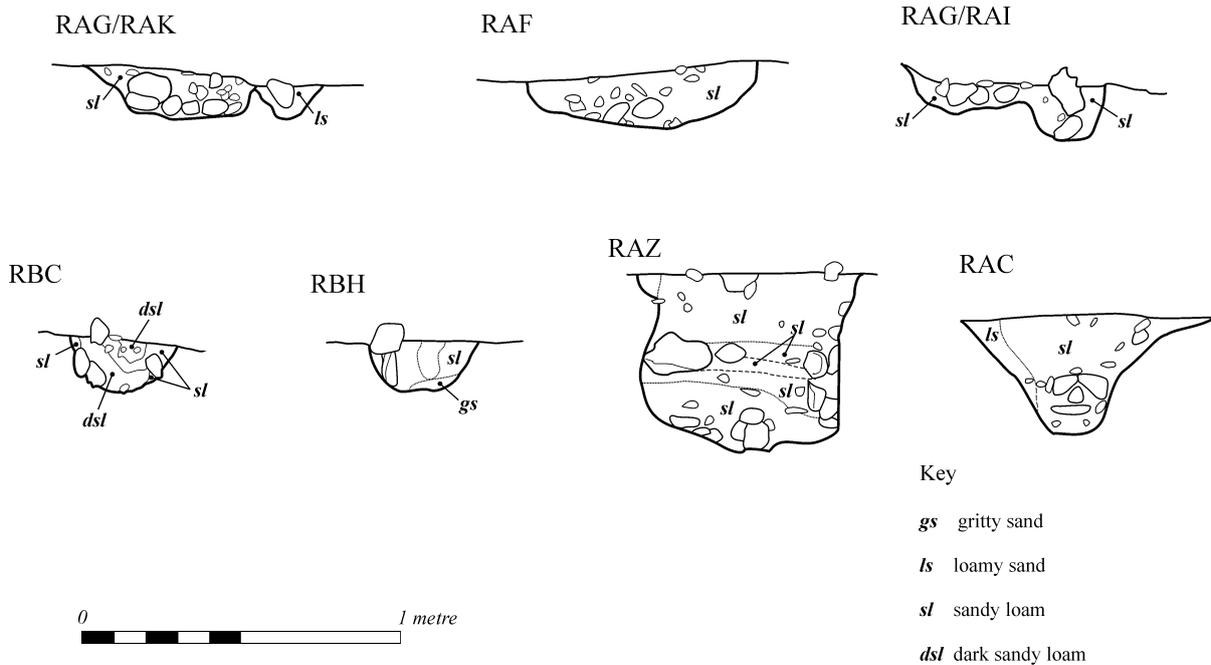
At the northern limit of Area R, overlapping the Iron Age palisaded enclosure (7.1, below), were remains of a rectangular, subdivided and apparently open-ended structure aligned east/west (Illus 6.2). Its maximum recovered dimensions were 12.5m by 4.6m, assuming all the different structural elements described below are related. The east/west alignment of a 10.15m-long slot (RAF) may have been continued by a single post hole (RBC) some 0.6m from its western end. The fill of RBC contained

a number of medium-sized stones, perhaps the remains of packing (Illus 6.3 and 6.4; Table 6.1). Slot RAF was slightly irregular, quite wide (0.5–0.8m) and shallow (0.1–0.2m), with fairly straight sides and a flat bottom, containing a high proportion of small stones in its fill (Illus 6.4 and 6.5). Abutting it at right angles, 3.8m from its eastern end, was another slot (RAG) with very similar characteristics, though slightly less wide (0.4–0.65m). It ran for 3.85m before disappearing into the northern edge of the excavated area. Three contemporary post holes (RAL, RAK, RAI), similarly packed with small stones, were appended to it, two on the west side and one on the east (Illus 6.4 and 6.5; Table 6.1). The north/south distance between the post holes varied between 0.35m and 0.8m centre to centre. A narrow slot (RCE) with a very stony fill, 0.15m wide and only 60mm deep, emerged from the baulk and ran parallel to RAG for 0.9m and seems likely to relate to the structure. It was situated 3.5m west of RAG, the distance between them split equally by a small post hole (RCF) (Table 6.1) (Illus 6.2 and 6.5). A further 4m to the west a discrete 3m-long, slightly curving trench (RAZ) may have formed part of the western wall of the structure. It was 0.6m wide, though tapering towards its northern end, and 0.55m deep with vertical sides (Illus 6.3 and 6.4). Both the latter characteristic and its fairly homogeneous sandy-silty-loam fill, differentiated only by slight variations in colour and the varying proportion of small stones, suggested it had been deliberately backfilled.

An imprecisely defined surface of light metalling with some heavier cobbles (RAT) to the east of RAG extended beyond the eastern end of RAF and may have been an associated floor or area of hard-standing (Illus 6.2 and 6.5). In places the surface overlay the slots RAG and RAF. The latter slot intersected with the palisade trench (RAB) at the point where both underlay the denuded remains of the post-medieval field wall (Illus 6.2 and 6.3), making it difficult, given the shallowness of RAF, to establish their relationship. However, some 7m to the east a Roman period gully/fence line (LET/RAC) clearly cut the palisade trench (7.1, below and Illus 7.3) and several finds from the three construction slots (RAF, RAG and RAZ), including nails, sherds of coarse ware and a fragment of a pottery lamp, attest to the Roman date of the structure.



Illus 6.3 Western end of rectangular structure from the north-west, showing intersection of its south wall slot (RAF) with the palisade trench (RAB); post hole (RBC) and probable west wall slot (RAZ). The post-medieval field dyke, here partly removed, runs up the left-hand side



Illus 6.4 Sections through Roman structural features, Area R



Illus 6.5 Central part (RAF/RAG) of rectangular structure and associated post holes (RAI/RAK/RAL) from the north. Part of the palisade runs obliquely across the top of the photograph and the base of a post-medieval field dyke (partly removed) is visible to the right. Post hole RCF and Slot RCE are visible as unexcavated features (bottom right), while traces of a metallised surface (RAT) are apparent (centre left)

Table 6.1 Post hole dimensions, Area R

Feature code	Length/diameter	Width	Depth
RAI	0.3	0.2	0.17
RAK	0.4	0.19	0.1
RAL	0.3	0.25	0.18
RBC	0.4–0.45	–	0.23
RCF	0.32	–	0.10
RBE	0.6	0.3	0.16
RBG	0.4	–	0.15
RBH	0.36	0.32	0.21

A further post hole (RBE) located at the edge of the metallising (RAT) may relate to the building, but lies slightly to the south of the alignment of RAF. Similarly, 2.3m south of Post hole RBC was another (RBH), which preserved evidence of packing stones and a rectangular post-pipe

approximately 140mm by 60mm in cross-section (Illus 6.2 and 6.4; Table 6.1). If the latter two post holes were associated, they would have maintained the same north/south alignment as the building.

Finally, some 5m further to the south of RBE, another otherwise isolated post hole (RBG)

was recorded (Illus 6.1 and Table 6.1). It lay immediately adjacent to Gully LET/RAC, whose characteristics are reminiscent of several of the gullies interpreted as fence lines in Areas D, G and H (see 5.1, above). The gully was consistently 0.3–0.5m wide, V-shaped in section, its lower fill often packed with small stones (Illus 6.4 and 6.7). It ran north/south from the northern limit of excavation towards the bypass road, diverging

from a straight line only where it cut into and briefly followed the line of the palisade trench (7.1, below and Illus 6.1 and 6.6), and then turned a right angle (RBA), shortly after which it changed character, widening and deepening (see 6.2, below). While it could be a drainage feature, the stone packing serving a function similar to post-medieval field drains, its right-angled turn is more likely to indicate that it was a fence line.



Illus 6.6 Line of Gully/fence RAC with its right-angled turn into RBA after excavation from the south. Excavated sections of road ditch (RAO and RBV) are visible in the foreground

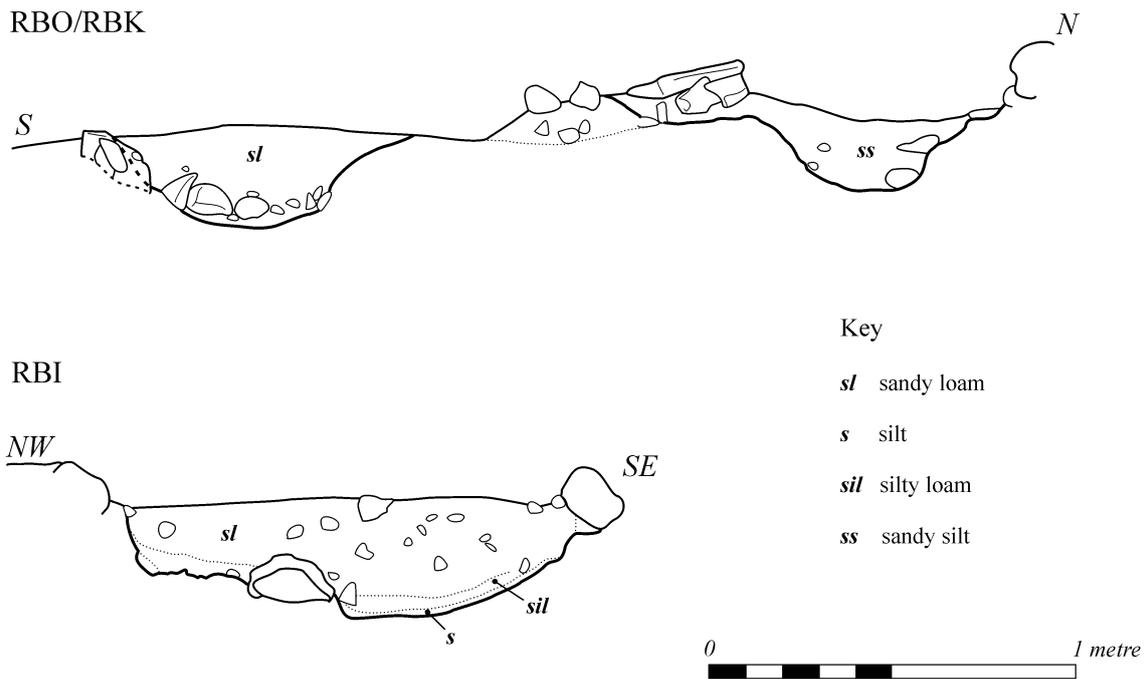


Illus 6.7 Excavated section of Gully RAC showing the extent of its stone packing

6.2 Drainage ditches and gullies

The dominant features in Areas R and, particularly, L were numerous multiphase drainage ditches and gullies, often following sinuous and sometimes interrupted courses down the slope until they joined the ditches draining the north side of the bypass road (Illus 6.1). As is clear from 6.3 below, they often contained large quantities of Roman artefactual material.

Starting from the south-west corner of the rectangular structure described above (6.1), a shallow gully (RBK/RBW) (0.25–0.4m deep) ran west for *c* 13m before turning south (RBX) to join the drainage ditch on the north side of the bypass road (RCC/RCH). Except at its northern end (RBI), which was rather broader, it was 0.55–1m wide with a fairly uniform steep-sided, U-shaped profile, filled with silty loam (Illus 6.8). It may have been a further



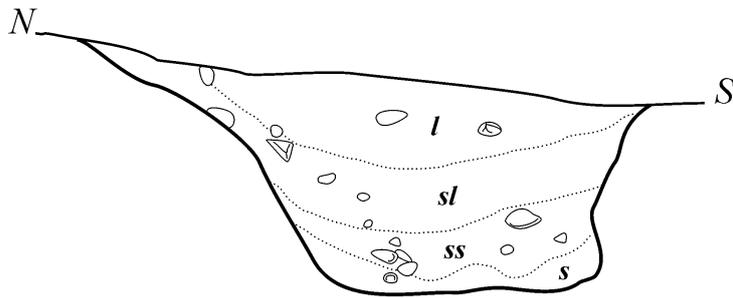
Illus 6.8 Sections through drainage features (RBI and RBK) and pit/stone hole (RBO), Area

fence line, but seems more likely in terms of its fill to have been a drainage feature.

Moving east, the fence line LET/RAC/RBA morphed into an irregular, segmental ditch (LDS) to the east of a narrow excavation baulk (Illus 6.1 and 6.6). This ditch varied in width from 0.8m to 1.4m; in depth from 0.32m to 0.48m; and in profile from sharply V-shaped to flat-bottomed U-shaped (Illus 6.9). It continued east for a further 8.5m before intersecting the line of a ditch (LDX/LBS/LCT/LDE) that defined the lower part of the west side of a probable trackway (see 4.2, above). The latter ditch was secondary as it was cut by LDE (Illus 6.9), and had itself been recut. This was evident in plan (Illus 6.10), though the fact was not recognised until excavation of the relevant segment was almost complete. In its final form the ditch (LDX/LBS/LCT/LDE) ran approximately north/south for some 20m from a butt end immediately adjacent to Ditch LAC/LBM/LCQ (Illus 6.1) until it joined the northern road ditch (LEA/LCX) (Illus 4.13). It was 1–1.5m wide and 0.4–0.5m deep with a generally very silty fill (Illus 6.9), and produced a range of finds, including possible fragments of human bone. A quite extensive layer of ash and burning was noted in the lower fill in section LCT (Illus 6.10).

The upper part of the west side of the trackway was defined by Ditch LAC/LBM/LCQ, which was 13m long and followed a slightly curving line from near the northern limit of the excavation to the start of Ditch LDX. Its northern end (LAC) was narrow (0.7–1.05m), steep-sided and quite deep (0.48m), but rapidly widened and deepened slightly (LBM), showing traces of collapse and slumping on its western side (Illus 6.11). As it curved to the west it appeared on the surface to have widened to 3.25m, but this was the result of major remodelling. The original ditch (LCQ) was broadly V-shaped, *c* 2m wide and 0.71m deep. It was recut and replaced by another V-shaped ditch (LBK), 2.1–2.45m wide and 0.75m deep, which was supported on its north side by the insertion up against the fill of the earlier ditch of a revetment of large cobbles (LDY) (Illus 6.11 and 6.12). Clearly this part of the ditch had suffered from severe water scouring. Indeed, it appears also to have served as a sump where the force of the water draining down the slope was diverted and partly contained by the change of course of the ditch. As a result, the predominantly silty lower fills and more loamy upper fills were extremely rich in finds of all kinds (6.3, below), including occasional

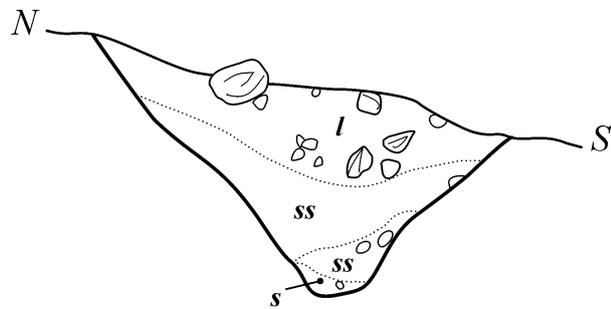
LDS



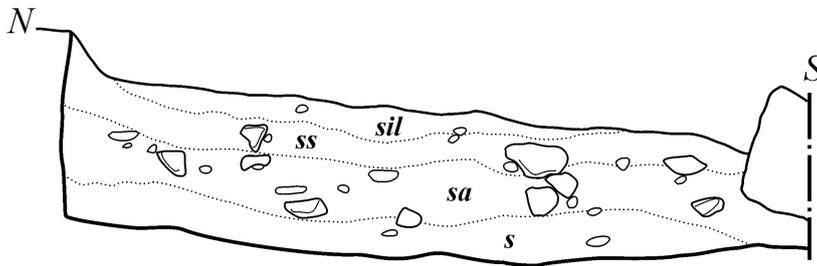
Key

- l* loam
- sl* sandy loam
- ss* silty sand
- s* silt
- sil* silty loam
- sa* sand

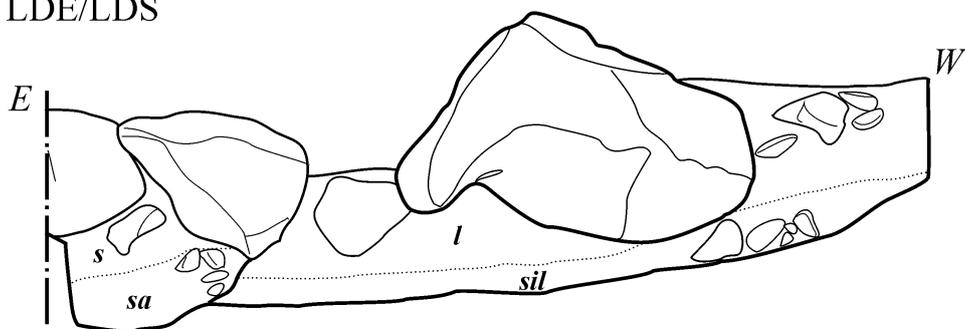
LDS



LDE



LDE/LDS



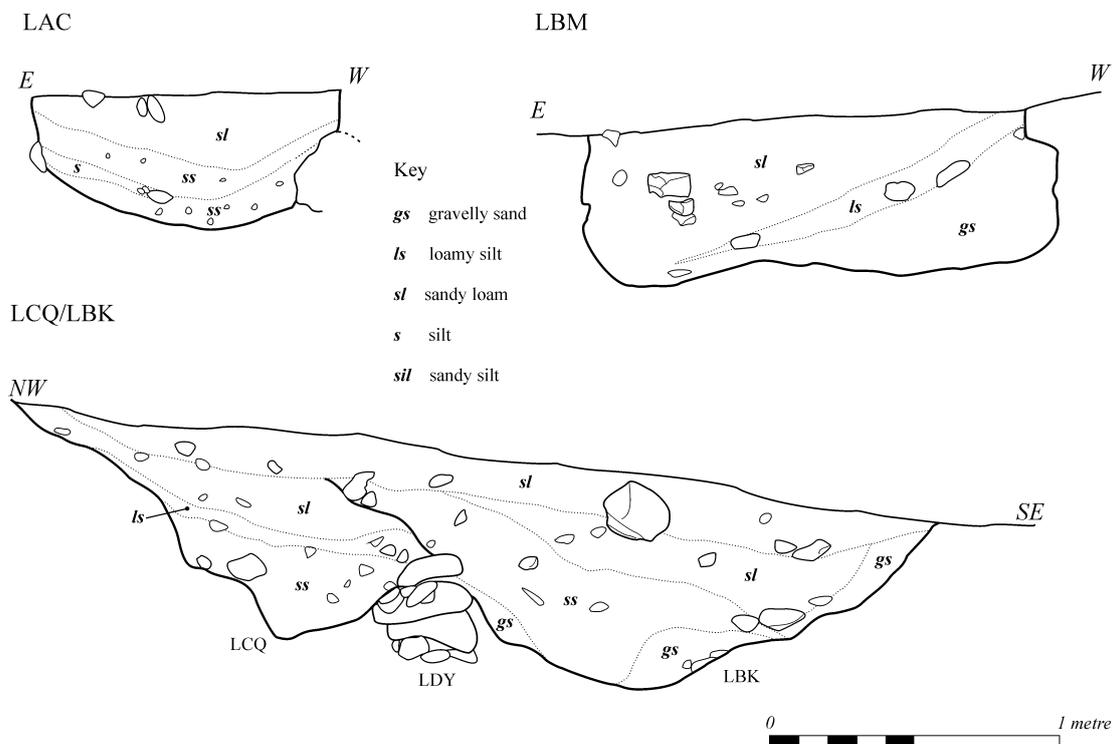
Illus 6.9 Sections through drainage ditch LDS/LDE to the west of the trackway, Area L



Illus 6.10 Segment of drainage ditch (LCT) on the west side of the trackway from the north, showing the original line to right and burning within secondary fill in section

rare artefacts, such as a bronze arm-purse. The ditch seems to have silted up completely and overflowed into the butt end of Ditch LDX, so that the upper fill of both (LBO) was contiguous.

This multiphase, curving, interrupted ditch line was mirrored some 2.5m to the east by another (LAB/LBB/LAK) defining the eastern side of the trackway which led north into the main area of the *vicus* (see 4.2, above) (Illus 6.1). At the point where it disappeared north beyond the limit of the excavated area (LAB), the ditch was 2.5m wide and 0.93m deep (Illus 6.13). Superficially it appeared to have straight sides and a relatively flat bottom, but this represents the impact of recutting, which was not detected until a section had been partially removed. The first phase seems to have been U-shaped and *c* 1.5m wide. Its replacement was almost vertical on its eastern side, sloping gently up to the fully recorded width to the west. The two phases of the ditch were more spatially separated in the southerly sections (LBB/LAK), indicating a slight easterly shift in alignment and a reduction of *c* 1.5m in the overall length of 11m, as is evident in both plan and section



Illus 6.11 Sections through drainage ditch (LAC/LBM/LCQ/LBK), west side of trackway, Area L

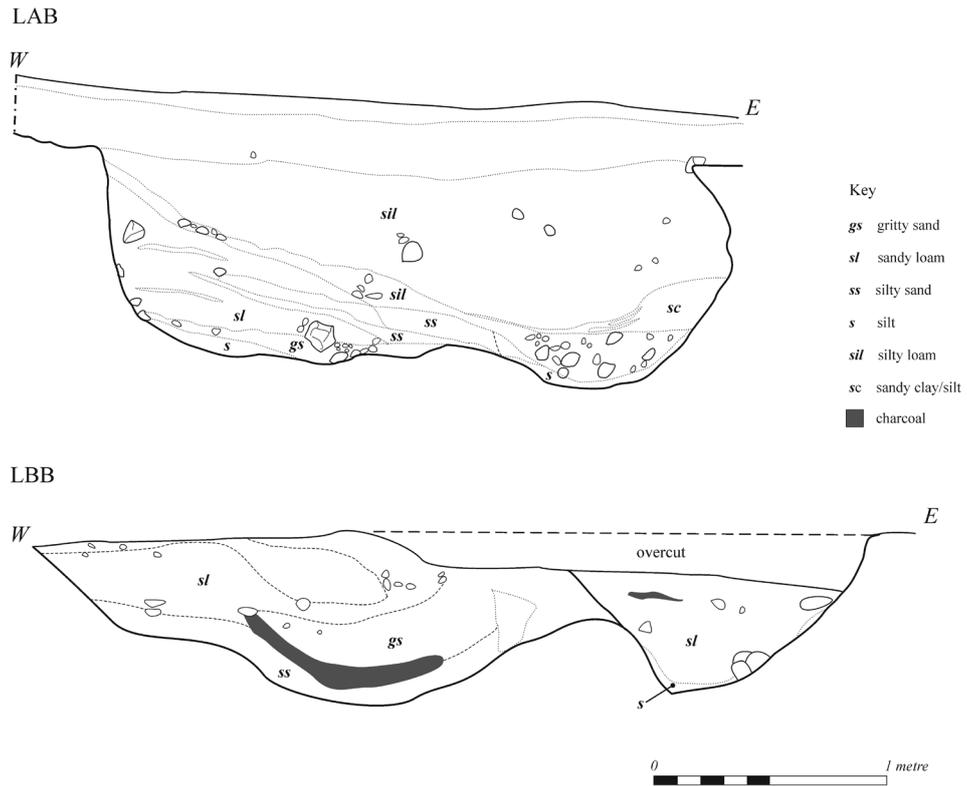


Illus 6.12 Excavated section through secondary drainage Ditch LBK from the south, with stone revetment (LDY) on the south side of primary Ditch LCQ

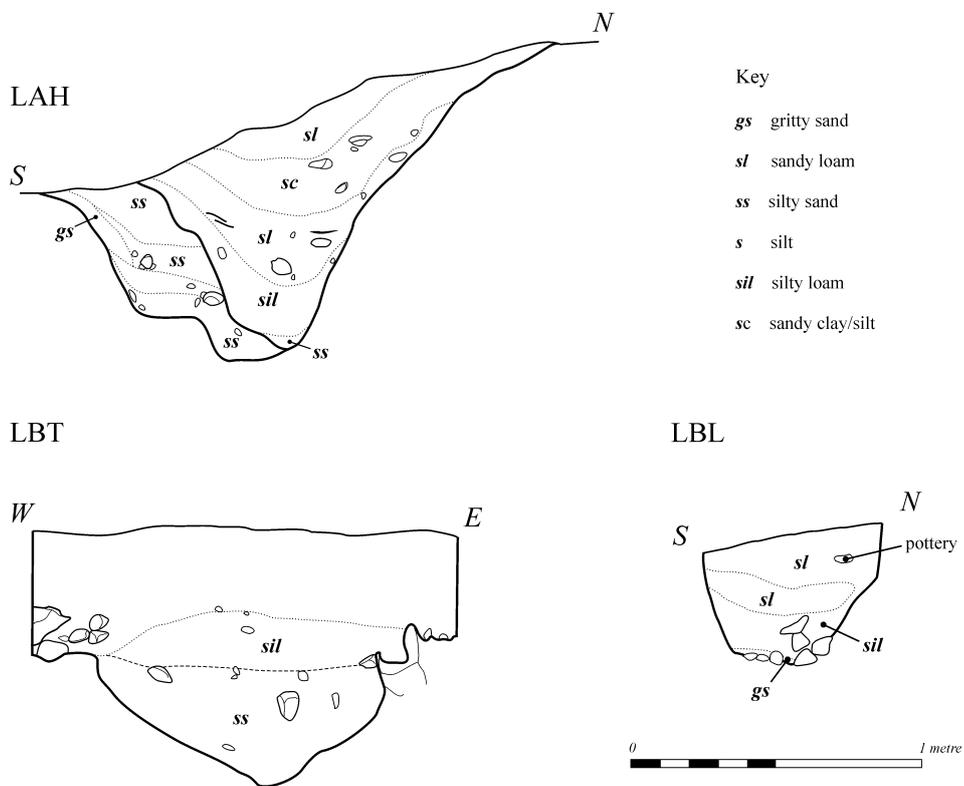
(Illus 6.1 and 6.13). The primary ditch widened slightly to 2m before reducing back to 1.6m, and maintained a depth of 0.65m; the recut ditch narrowed to 1.3m and reduced in depth to 0.58m as it reached a butt end. The primary ditch maintained its width but reduced in depth to 0.7m. The upper fills of both ditches were consistently loamy in character above silty lower fills containing occasional charcoal lenses and areas of sand and gravel from slumping of the sides. Like Ditch LAC/LBM/LCQ on the other side of the trackway, these fills contained a large number and variety of finds, with greater quantities coming from the fill of the recut ditch, including a denarius of Trajan and a number of hobnail groups still maintaining the shape of shoes (Illus 9.11).

A 3.75m-wide gap in the continuation of the ditch defining the east side of the trackway (LBL) was partly filled by a shallow 1.75m-long and 0.75m-wide gully (LBH) (Illus 6.1). It had a U-shaped profile and was *c* 0.4m deep with a number of small stones on the bottom at each end. It is unclear whether this feature was structural, as the relevant context record was insufficiently detailed, but the general character and more limited depth make this a strong possibility.

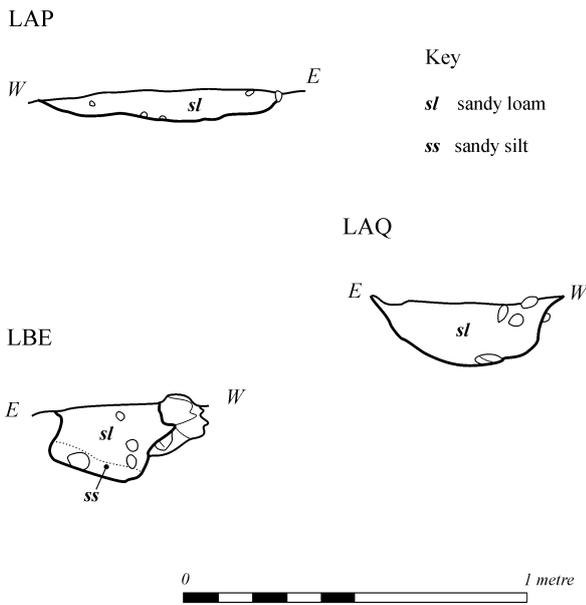
After this break, the line of the ditch (LBL/LAH) continued west for 6m before turning south to run down the slope to join the ditch (LBW/LCG) on the north side of the bypass road (Illus 6.1 and 6.16). Near its northern butt end, Ditch LBL was 0.62m wide and 0.45m deep with a steep-sided, U-shaped profile (Illus 6.14). It appeared to widen to 1.6m as it approached the southern bend (LAH), where it cut through Gully LDL (see below), but a section revealed that it had been recut (Illus 6.14). The surface dimensions of the first phase could not be determined, but it was 0.65m deep and replaced by a ditch 1.4m wide and 0.8m deep with a steep-sided, V-shaped profile. Further down the slope after the bend the ditch dimensions decreased, particularly as it approached the road ditch where it was cut through outcropping rocks and reduced to *c* 1m wide and 0.6m deep (LBT) (Illus 4.13 and 6.14). Upper fills were consistently more loamy in character, though with occasional lenses of charcoal or ash, sometimes containing burnt daub, with increasing proportions of silt in lower fills intermixed with sand as a result of slumping of the ditch sides. Once again, the ditch was rich in finds, particularly in the segments further up the slope, including fragments of a rare



Illus 6.13 Sections through drainage ditch (LAB/LBB) east side of trackway, Area L



Illus 6.14 Sections through drainage ditch (LBL/LAH/LBT), east side of trackway, Area L



Illus 6.15 Sections through gullies (LAP/LAQ/LBE), Area L

terracotta face mask, a sherd from a head pot and a sestertius of Trajan. Only one find was recorded from the first phase of Ditch LAH, whose sandy fills may have consisted largely of slumped material.

In the south-east corner of Area L, north of the bypass road, a number of disconnected, shallow gullies of uncertain function were recorded (Illus 6.1 and 6.15). A 4.5m length of straight-sided, flat-bottomed gully (LBE), 0.3m wide and 0.12–0.22m deep, could have been structural, but had no other associated features and a layer of sandy silt at the bottom of its fill, so probably served as a drain. To its west, a very shallow, sandy loam-filled gully 0.7m wide (LAP) was traced for 5.7m. It may be contemporary with an earlier fence line (LCR/LDL/LAL – see below), which runs parallel to it, but lacks the characteristics of a structural feature. It in turn abuts a discontinuous gully (LAQ), which runs for 2m on a slightly different alignment before being lost under hillwash. LAQ was narrower (0.55m) but slightly deeper (0.18m) with fairly straight sides, so may have been structural. No finds were recovered from either LAP or LAQ.

A shallow, generally narrow linear gully (LCR/LDL/LAL) ran slightly obliquely down the slope and was clearly earlier than the main sequences

of Roman ditches described above (Illus 6.1 and 6.16). Despite the presence of a sherd of cordoned urn in its fill (16.2, below), quantities of Roman material, including a samian sherd from the same vessel as sherds recovered from the ditches on both sides of the trackway that cut across it, confirm its Roman date. It commenced 1.7m from the northern limit of excavation and continued for 25.5m before disappearing into the southern limit. The most northerly section spread to a width of 1.9m, but south of the intersection with LCQ it was more consistent in width (0.5–0.7m) and 0.25–0.4m deep, filled mainly with sandy loam. It is unclear whether this was a drainage feature or a fence line.

6.3 Associated finds

LAB/LBB/LAK/LCH, northern section of drainage ditch, east side of trackway: Primary ditch: enamelled bronze stud (Illus 9.5, B6; Illus 9.7); fragments of bronze disc; bronze fragments; fragmentary iron knife; 2 iron bucket handle mounts/T-staples (Illus 9.9, F13); iron pin; iron lynch pin; iron rod; 5 nails; 64 hobnails; 4 hobnail shoe groups (eg Illus 9.12); 4 sherds of decorated samian; 4 sherds of mortarium (one conjoining a sherd from the recutting of the ditch and coming from the same vessel as sherds from LAH, LDH and LBR); 117 sherds of coarse ware; 16 fragments of glass from at least 3 vessels (eg Illus 15.1, no. 11); several fragments of animal bone/teeth, some burnt; burnt daub. Recut ditch: denarius of Trajan; fragments of Hod Hill-derivative bronze brooch (Illus 9.5, B4); bronze loop from button-and-loop fastener (Illus 9.5, B1); 2 fragmentary iron/bronze disc studs; fragment of worked sandstone; iron knife (Illus 9.9, F9); iron key (Illus 9.10, F38); part of iron hipposandal; iron U-staple (Illus 9.10, F45); hooked iron rod (Illus 9.10, F46); 2 iron L-shaped strips (eg Illus 9.10, F47); iron ferrule binding (Illus 9.10, F30); fragmentary iron plate; 12 nails; 64 hobnails; 7 sherds of decorated samian, 1 plain conjoining with a sherd from pre-fort enclosure ditch, BBQ; 404 sherds of coarse ware; 10 sherds of mortarium, 2 stamped (Illus 12.1, nos 7 and 12), and joins indicated with the primary ditch and LAH/



Illus 6.16 Line of the northern half of Gully LCR/LDL partially excavated, cut by trackway ditches LCQ/LDX and LAH, from the south

LDH/LBR; several fragments of animal bone, some burnt; burnt daub

LAC/LBD/LBM/LCK/LCQ/LCS/LDY, northern section of drainage ditch, west side of trackway: denarius of Domitian; bronze arm-purse with associated leather and wood fragments (Illus 9.5, B21; 9.8); copper alloy tie-ring from *lorica segmentata* (Illus 9.5, B2); catchplate of bow brooch; fragment of bronze pin; part of rim of bronze vessel; part of iron hipposandal (Illus 9.9, F21); 3 fragments of iron knife blades (eg Illus 9.10, F4 and F5); socketed iron spearhead (Illus 9.9, F1); iron circular collar; 2 fragments of iron punch (eg Illus 9.9, F18); iron split pin (Illus 9.10, F36); 2 iron hooks (eg Illus 9.10, F42); 8 fragments of iron strip (eg Illus 9.10, F56 and F76); spiral iron rod (Illus 9.9, F26); hooked iron strip (Illus 9.10, F49); iron hinge strap (Illus 9.10, F37); 3 fragments of iron plate; 2 fragments of iron bars; 4 amorphous lumps of iron; 122 nails; 328 hobnails; 4 hobnail shoe groups; fragment of pierced sandstone slab (Illus 9.4, S11); 2 flint scrapers (eg Illus 17.1, no. 10); 16 sherds of samian, including 2 decorated (eg Illus 11.1); 380 sherds of coarse ware, including amphora, half of a grey-ware flanged bowl and part of a Hunt cup; 10 sherds of mortarium, including a stamp of Sarrus (Illus. 12.1, no. 1); 29 fragments and many small chips of glass from at least 4 vessels (eg Illus 15.1, no. 1); 4 fragments of window glass; numerous fragments of animal bone/teeth, some burnt; burnt daub, one piece with plaster attached; charcoal fragments

LAH/LAS/LBF/LBL/LBR/LBT/LDB/LDH, central and southern section of drainage ditch, east side of trackway: Primary ditch: sherd of coarse ware Recut ditch: sestertius of Trajan; fragments of 2 bronze studs; fragment of bronze knee brooch (Illus 9.5, B3); iron ring (Illus 9.9, F28); iron missile head (Illus 9.9, F2); iron L-shaped strip; fragment of iron strip; iron split pin (Illus 9.10, F35); fragments of iron knife or strip; iron knife; fragment of iron plate; iron ferrule binding; 32 nails; 204 hobnails; 2 hobnail shoe groups; flint flake and core fragment; 3 conjoining fragments of terracotta face mask and small fragment of face mask or figurine (Illus 10.1; 10.2); fragment of possible terracotta statuette base;

fragment of pottery lamp; fragment of head pot (Illus 13.5; 13.6); 8 sherds of samian, 2 decorated (1 conjoining with sherds from LAL and LBK – Illus 11.1), and 2 scraps; 10 sherds of mortarium, 1 with joins indicated with LAK (Illus 12.1, no. 9); 446 sherds of coarse ware, including amphora and a body sherd with graffito (Illus 13.7); some 34 fragments of glass and many chips from at least 5 vessels (eg Illus 15.1, nos 1 and 9); a fragment of window glass; numerous fragments of animal bone, some burnt; charcoal fragments; burnt daub, several pieces with plaster attached

LAL/LCR/LDL/LDQ, early linear gully: flint knife/scrapper (Illus 17.1, no. 5); iron bar nail; 75 hobnails; sherd of decorated samian (conjoins with sherds from LAH, LBL and LBK); 73 sherds of coarse ware, including amphora; sherd of Bronze Age pottery; piece of burnt daub with plaster attached

LBE/LAM, narrow gully, south-east corner of Area L: 3 sherds of coarse ware

LBH, short stretch of gully on east side of trackway: 23 hobnails; 11 sherds of coarse ware, including amphora; sherd of mortarium; fragment of animal bone

LBK/LBN, recutting of drainage ditch, LAC/LCQ, west side of trackway: fragment of terracotta figured plaque (Illus 9.13, P7); fragment of iron knife (Illus 9.9, F11); iron knife tang (Illus 9.9, F8); small iron hook; iron stylus (Illus 9.9, F19); 4 nails; 180 hobnails; pottery lamp (Illus 9.13, P2; 9.14); glass counter (Illus 15.1, no. 13); 5 sherds of samian, one decorated (conjoining with sherds from LAH, LAL and LBL); 7 sherds of mortarium; 108 sherds of coarse ware, including amphora; a fragment of vessel glass and 5 chips; 2 fragments of window glass; fragments of animal bone/teeth, some burnt; burnt daub

LBO, upper fill at conjunction of drainage ditches LDX and LCQ, west side of trackway: unfinished sandstone architectural block (Illus 9.4, S4); 2 iron strips with plaster (Illus 9.10, F66); 6 nails; 36 hobnails; 2 sherds of decorated samian; 3 sherds of mortarium (eg Illus 12.1, no. 8); 66 sherds of coarse ware, including amphora; a fragment of window glass; fragments of animal bone; charcoal fragments; burnt daub

LBS/LCT/LDE/LDX/LDC, drainage ditch, west side of trackway: Primary ditch (LDC): fragments of burnt animal bone. Some finds attributed to LCT may have come from the primary phase of use which was not recognised until the excavation of this segment of ditch was almost complete. Secondary ditch (LBS/LCT/LDE/LDX): small bronze terminal; 2 iron strips; iron T-staple (Illus 9.10, F43); 15 nails; 54 hobnails; sherd of samian; sherd of mortarium; 166 sherds of coarse ware, including amphora; 1 small fragment of vessel glass; 4 fragments of window glass; several fragments of animal bone, some burnt; possible fragments of human bone; several fragments of leather; burnt daub

LDK, shallow natural depression west of LCR: iron strip; possible iron ox goad (Illus 9.9, F29); sherd of coarse ware; animal bone; burnt daub

LDS, drainage ditch abutting gully/fence RAC/RBA: hobnail; 3 sherds of coarse ware

LET/RAC/RBA, gully/fence line: sandstone ?rubber; sherd of plain samian; 4 sherds of coarse ware; 2 sherds of later prehistoric pottery (Illus 16.3); glass bangle (Illus 15.1, no. 11)

RAF, construction trench: 2 nails; 16 hobnails; fragment of pottery lamp; 2 sherds of coarse ware; scraps of calcined bone

RAG, construction trench: 2 hobnails; sherd of coarse ware

RAX, hillwash over ditch RBK/RBW: enamelled iron/bronze disc stud; hobnail; sherd of mortarium; sherd of coarse ware

RAZ, possible construction trench: nail; 12 sherds of coarse ware; sherd of herringbone-stamped mortarium (Illus 12.1, no. 4)

RBI/RBK/RBW, drainage ditch/gully: nail; hobnail; 4 sherds of coarse ware

RBX, area of burning within hillwash: 4 hobnails; sherd of samian

6.4 Interpretation and analogies

Because it preceded the main multiphase trackway drainage ditches, it is tempting to associate the earliest gully (LCR/LDL/LAL) with the early Iron Age settlement on the site represented by the adjacent palisaded enclosure (7.1, below). However, it produced too many Roman artefacts to allow this and it may, therefore, be associated with

the earlier, more southerly road alignment. All of the other features recorded are clearly associated with the later and better-preserved bypass road.

The character of the construction of the putative rectangular building is most unusual. Firstly, the combination of a range of different structural techniques adds an element of doubt to their association. Secondly, the provision of post holes attached to the side of, rather than incorporated within, a shallow slot is difficult to parallel. However, assuming that all these various elements have been both correctly identified and are rightly associated together, the putative building would have been *c.* 12.5m long by at least 4.6m wide and partially provided with a metalled floor. The eastern third was open-ended, but the remainder was partially subdivided into two equal-sized rooms, with a possible rear entrance in the south-west corner. Such a building would not have been out of place in a military *vicus*, where narrow rectangular buildings, often with open ends fronting onto a road, were common. For example, such buildings have been attested along the Hadrian's Wall corridor from the air at Corbridge and Chesters (Salway 1967: figs 5 and 8); by geophysical survey at Birdoswald and Maryport (Biggins & Taylor 2004a and b); and by excavation at Vindolanda and Housesteads (Birley 2009: fig 85 and 162–7; Crow 2004).

At Croy Hill the building appears to be located within a compound, defined by a combination of fences and ditches, situated immediately north of the bypass road. A break in the ditch on the north side of that road (between ditch sections RAR and RCH) may have facilitated direct access into the compound (Illus 6.1). A second compound to the east may have been similarly defined, with a shared fenced boundary (LET/RAC). Access to this compound would have been from the trackway to its east, where a break in the ditch defining its west side (LAC) fell just within the excavated area. A similar break in the ditch on the east side of the track at the point where it curved west may have been provided with a gateway, assuming Gully LBH was intended to support posts at each end, and would have facilitated access to a further compound on the eastern side of the trackway. Various short lengths of shallow gully within that compound did not form any structural pattern, so

may have been minor drainage features. Despite the surveyors' reservations, at least one analogy may be provided at Halton Chesters on Hadrian's Wall, where buildings apparently set within their own enclosures are visible in the geophysical survey to the south of the fort (Taylor et al 2000).

The only other evidence of civilian buildings at Croy Hill comes in the form of structural debris from their demolition. Quantities of nails and burnt daub, some fragments with plaster adhering to them, were recovered from drainage ditches, predominantly on the east side of the curvilinear trackway. Significantly, there were also several fragments of window glass, representing at least three panes, indicating that the buildings from which they derived had been sufficiently sophisticated to have had glazed windows. The area beyond the limit of the excavation to the north is the westerly continuation of the flat plateau on which the fort stood. The area also benefits from shelter provided by rising ground to the north and west (Illus 1.2 and 1.3), and would seem to provide the most favourable location for the main buildings of the postulated civil settlement. However, recent attempts to test this hypothesis using resistivity survey were not successful (Hanson et al forthcoming). None of the features recorded disappearing into the guardianship area at the northern limit of the excavations were picked up, not even the large drainage ditch on the east side of the trackway. It would seem that the electrical responses from the archaeological remains were too weak to register by comparison with those of the later farming activity.

Clearly drainage was a major issue across the whole of Areas L and R, which resulted in the accumulation of considerable depths of hillwash down the slope over the bypass road. The curvilinear ditch systems on either side of the trackway leading north from the bypass road had been recut and enlarged. Neither the character of the ditches nor their orientation lends support to any suggestion that they might have formed part of an annexe enclosure. Significantly, however, in addition to structural debris they contained very large quantities of artefacts. Like the structural debris, this material must have derived from the area immediately to the north, both through

a process of rubbish disposal directly into the drainage ditches and, mostly, from demolition deposits being washed down the slope after the end of the Roman occupation.

The quantity and range of this material, which makes up some 75% of all the finds from the four seasons of excavation across the whole site, attests to both the variety and vigour of domestic activities in the area that they drained (6.3, above and 9.2 below). Pottery is abundant in all its forms: samian and coarse ware, including both mortaria and amphorae. The large number of amphora lids suggests the presence nearby of an area where the contents of the amphorae were being decanted into smaller containers (13.2, below). It is tempting to suggest a tavern, precisely the type of building one might expect to find in a military *vicus*, but the vast majority of the amphorae sherds recovered were from olive oil rather than wine amphorae. The recovery of a considerable number of animal bone and teeth fragments, many of them burnt, attests to the consumption nearby of meat products. Unfortunately, the small size of the fragments and their relatively poor state of survival, particularly of the bones, means that they were rarely confidently identifiable to species, but suggests the local diet included pig, sheep, beef and, possibly, roe and red deer (19 and 20, below). The relatively small quantity of vessel glass recovered derives mainly from a range of drinking vessels with some bottles. Given the poor preservation of metals, there are reasonable quantities of structural ironwork (nails, staples, bars, rods, strips etc), two hipposandals and a wide range of domestic and personal artefacts, though only in small numbers. The latter include brooches, studs, pins, lamps, knives and bucket mounts, as well as a key, a punch and a stylus, giving some indication of the range of domestic activities taking place. There are also very large numbers of hobnails, some 13 of which were recorded in shoe groups, suggesting the disposal of worn-out footwear, something usually attested only where waterlogged conditions favour the survival of leather. Finally, there is a small but significant number of rare finds, including an arm-purse, a terracotta figured plaque, a head pot and a terracotta face mask. Face masks were used primarily as decorative elements in Roman dwellings (Rose 2006: 53–6; see 10, below),

providing further support for the presence of domestic structures nearby and indicating the high level of Roman cultural assimilation which seems to have been on display even in a settlement outside a small fort on the most northerly frontier of the Roman Empire.