



**ARCHAEOLOGICAL RESEARCH & CONSULTANCY AT THE
UNIVERSITY OF SHEFFIELD**

**ARCHAEOLOGICAL WATCHING BRIEF
ON AVERHAM RELIEF ROAD,
NOTTINGHAMSHIRE**

ARCUS 236g

June 1997

Prepared for:

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SUMMARY

An archaeological watching brief has been completed during initial ground disturbance in relation to the construction of the Averham Relief Road, 4km to the east of Newark-on-Trent, Nottinghamshire (centred on SK 760545). The site is situated on the river gravels on the western bank of the River Trent, which support a typical brown sandy soil.

Previously known archaeological features consisted of a series of cropmarks fronting onto Staythorpe Road, thought to be medieval or post-medieval croftings, and two linear, parallel cropmarks within the central part of the site.

The archaeological watching brief was carried out on the site during the topsoil stripping and excavation of dykes on either side of the road.

None of the previously known features were identified during the watching brief, though a number of other linear features were found to survive within the affected area. It was found that these could be related to the linear cropmarks, indicating the presence of a field system or enclosures within the area. The precise nature of the system of ditches could not be determined because of the nature of the development, with only a narrow area of interest within the road corridor.

Checked by Project Officer	Passed for submission to client
Date	Date
Simon Atkinson	James Symonds
Project Officer	Executive Director

1. INTRODUCTION

1.1. Background

A scheme has been approved for the construction of a relief road around the village of Averham, and alterations to Staythorpe Road. This is being managed by Allott & Lomax, Consulting Engineers, with the work being completed by Birse Construction. Prior to the start of site works a series of archaeological investigations were undertaken in consultation with Nottinghamshire County Council Heritage Team. This included a desk-based assessment, fieldwalking, geophysical survey and a programme of trial trenching.

These studies identified two areas where further work should take place, part of the relief road route and Pingley Bridge. It was agreed with Nottinghamshire County Council Heritage Team that the further work should include a watching brief on soil stripping and earth moving along the line of Averham relief road and a watching brief monitoring the alterations to Pingley Bridge in order to record any earlier structures within the present bridge.

1.2. Site Location and Topography

The roadworks lie to the west of the village of Averham and along Staythorpe road (**Illustration 1**). The route of the relief road runs to the west of the village of Averham between the A617 in the north and Staythorpe road in the south. The relief road will join Staythorpe road to the east of Pingley Bridge. This bridge will be widened to allow for the realignment of the highway due to the Averham Relief Road.

The area lies within the Trent river valley, approximately 4 km west of Newark-on-Trent (centred on NGR SK758545). The ground is fairly flat with a height of 13-14mOD. It is situated on the river gravels lying on the western side of the River Trent. Current land use is mainly agricultural, primarily for sugar beet.

1.3. Archaeological Background

A phased programme of archaeological evaluation has been completed. This has included desk-based assessment, geophysical survey, fieldwalking survey, trial

trenching, and an assessment of the palaeoenvironmental potential of deposits within Pingley Dyke.

The desk-based assessment identified two known sites on the Sites and Monuments Record, which would be affected by the construction of the relief road. The first of these was a cropmark **SMR 3011** which consisted of two parts. Two parallel linear features were located on an east-west alignment across the route of the proposed road. These were thought to be Romano-British in date. The second part was a series of cropmarks adjacent to the north side of Staythorpe road. These were thought to be medieval or post-medieval croftings.

NB
SMR 3011
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2. **METHODOLOGY**

The watching brief was undertaken by Simon Atkinson and Jamie Lund of ARCUS, who were present on site during any ground disturbance likely to reveal features of archaeological interest. It was initially agreed that the archaeologists should be present on site during the start of soil stripping, to continue while ground disturbance occurred within archaeologically sensitive areas. They were to be present for the entire duration of the excavation of the ditches, unless by later agreement with Allott & Lomax and Nottinghamshire County Council. During the course of the watching brief it became possible to target the archaeological presence to sensitive areas by taking into account the ground conditions, the emerging pattern of the archaeological features and the schedule of works. Archaeologists were present on site on the 12th, 13th, 16th, 21st, 22th, 27th, 29th and 30th May 1997.

Excavation was carried out by 360° machine excavators, using toothless buckets. The areas exposed were therefore relatively clean, making the identification of archaeological features possible. Conditions were not, however, ideal as the ground was dry, construction work tended to obscure areas soon after exposure and the difference between the archaeological and natural deposits was minimal. As a result of this, though a number of features were located, the possibility must be recognised that other features may have gone undetected. Modern truncation by ploughing affected some features, and this may have obscured others to the point where they could not be observed.

All features of archaeological interest were recorded using standard ARCUS recording procedure. This involved scale drawings in plan and section, a written description of each deposit and cut, and a photographic record. The location of the features was measured from survey pegs placed in preparation of the road construction. These were located at specified distances from the junction with the A617, specifically the northern kerb of the road. Each peg was marked with the distance in metres (recorded as CH.) from point CH.0.00, and the distance off set from the centre line of the road. It has therefore been possible to plot the location of the archaeological features onto the base plan of the proposed road (**Illustration 12**).

All artifactual material was retained for later analysis. Material recovered from specific stratified deposits was retained according to the deposit in which it was found. Unstratified material exposed by the topsoil strip was retained according to its distance from the northern end of the site.

3. RESULTS

3.1. Topsoil Strip

A watching brief was maintained during the stripping of topsoil from the route of the Averham Relief Road, with archaeologists on site on April 12th, 13th, 16th and 21st 1997. Topsoil, consisting of a dark brown/black loamy soil (100), was removed to a depth of approximately 0.45m. For much of the route of the road, this was found to directly overlie a medium brown silt sand subsoil (101). This had a relatively low proportion of gravel (20-25%, with a diameter of up to 2cm). No archaeological features were recovered from this material, though a mixed assemblage of pottery was recovered from the surface of the deposit. This included Romano-British, medieval and post-medieval material (**see appendix B**).

Where this subsoil layer was not present, or was very thin, the topsoil strip exposed underlying river gravels (106). All archaeological features found were cut into the surface of this material. The upper surface of this deposit was found at a height of 12.35-12.45mOD.

A total of four linear archaeological features were exposed and recorded in plan in areas where the topsoil strip exposed the surface of the river gravels (**Illustration 12**). One of these (cut 103) was located at the southern end of the road corridor. Two additional linear features (cuts 105/111 and 109) were located within the centre of the route, and one (cut 108) was located at the northern end of the site. Cuts 105/111 and 109 were approximately 10m apart and parallel. Also, features 103 and 108 were parallel, though the exposed parts were approximately 430m apart.

Ditch cut 103 was found on the southern part of the site, with approximately 14m. of the feature being exposed by the removal of the topsoil. This was a linear feature, with a maximum width at the surface of 1.1m., narrowing to 0.7m. at the northern end and a maximum depth of 0.27m (**Illustration 2**). The ditch had even sides with a gradient of approximately 45°, leading to a rounded base. As this feature was rather shallow, and directly overlain by plough soil, it is possible that it will have been truncated at the surface by modern ploughing. It was filled by a dark brown silt sand (102) with a loose consistency and containing 30-40% small pounded pebbles.

This feature was investigated by the excavation of three sections within the exposed area. Four sherds of pottery were recovered from the central section (see **Appendix B**). These were probably late Iron Age in date, though identification is not certain as the pieces were small abraded body sherds and not readily diagnostic.

At the northern end of the site, the alignment of ditch cut 108 suggests an association with cut 103, as they are parallel. A 22m length of this feature was exposed and investigated by the excavation of two sections, each approximately 3.5m in length. It was found to have a width of 0.55m to 0.65m and a maximum depth of 0.15m at the centre (**Illustration 3**). This feature has been subject to surface truncation as a result of modern ploughing, as it was not protected by a sealing layer of subsoil and the surviving dimensions do not reflect the original size of the feature. The sides were evenly sloped, leading to a rounded base. The fill of the feature (deposit 107) consisted of a medium brown silt sand, containing

a 20-30% proportion of small rounded pebbles (up to 2cm in diameter). No artifactual material was recovered from this feature.

Two cropmarks, identified from aerial photographs crossed the road corridor on the same alignment as these features, but no evidence for their presence was revealed during the topsoil strip.

Two ditches were found within the central part of the road corridor, on an approximately E-W alignment (cuts 105/111 and cut 109, **Illustrations 4, 5, & 6**). These were found to be parallel and approximately 10m apart. The northernmost of the ditches (105/111) was found in two sections on separate days, as soil stripping progressed. These sections are presumed to connect to form a continuous feature. It was initially located on the eastern side of the road corridor on 13/5/97 (cut 105), where it was investigated by the excavation of a 2.80m long section. At this point it had a width of 1.10m and a maximum depth of 0.25m. The sides were evenly sloped leading down to a rounded base. The single fill of this part of the ditch (deposit 104) consisted of a medium brown loose silt sand, containing small rounded pebbles of up to 2cm in diameter and forming approximately 50% of the total volume. No artifactual material was recovered from this feature.

A further section of ditch (cut 111) was located on the western edge of the road corridor on 21/5/97 after this area had been stripped of the topsoil. This was investigated by the excavation of a 1.40m long section. It was found to have a width of 1.30m at this point and a maximum depth of 0.25m. The sides sloped down evenly to a rounded base. A single fill (deposit 112) was found, consisting of a medium brown silt sand. It contained small rounded pebbles of up to 2cm diameter, forming approximately 40% of the fill by volume. No artifactual material was recovered from this feature.

The southern ditch of the pair (cut 109) was found in a single section on 21/5/97. A 3.40m length of ditch was identified and investigated by the excavation of a 1.80m section. It was found to have a width at the surface of 1.00m and a maximum depth of 0.25m. A butt end to this feature was found at the north-western end. A single fill (deposit 110) was found, consisting of a medium brown silt sand. It contained small rounded pebbles of up to 2cm diameter, forming

approximately 40% of the fill by volume. No artifactual material was recovered from this feature.

Neither of these features were overlain by a significant amount of subsoil, and were therefore exposed by the removal of the topsoil. This also implies that the archaeological features will have been subject to some extent to truncation by ploughing, both medieval and modern. It is therefore suggested that the recorded features represent only the lower part of the original features.

3.2. Drainage Ditch Excavation

The construction of the road involved the excavation of two drainage ditches, in order to drain surface water into Pingley Dyke. The western drainage ditch runs the full length of the route from the A617 to Pingley Dyke. The eastern drainage ditch runs from the A617 to a point approximately half way along the route. It then drains through a pipe under the road into the western ditch. These were excavated to a depth of approximately 1m below the surface exposed by the removal of the topsoil. An examination of the ditch sides allowed the identification of archaeological features in section which had not been exposed by the topsoil strip.

At the northern end of the site, two linear features were exposed in the sections of the drainage ditches (cuts 113 and 115). These were both found cutting into the natural sand and gravel (deposit 106), and overlain by the subsoil (101). Cut 113 formed a linear feature which was identified in both sections of the western and the eastern road dykes. The feature was on the same alignment as ditches 105/111 and 109. The width at the surface of this ditch was 0.80m and the maximum depth was 0.60m. This depth was taken from the section exposed on the far eastern edge of the road corridor (**Illustration 9**). Other exposed sections showed a depth of 0.15-0.30m, probably as a result of surface truncation (**Illustrations 7 & 8**). The sides were steeply sloping, leading to a rounded base. A single fill (114) was found in this feature, which consisted of medium brown silt sand containing small rounded pebbles forming 20-30% of the total volume. No artifactual material was recovered from this feature.

Adjacent to, but not parallel to this was a further ditch (cut 115), which was also cut into deposit 106 and overlain by deposit 101. It had a width at the surface of 1.40m and a maximum depth of 0.50m. The sides were evenly sloping with a gradient of approximately 45°, leading to a rounded base. A single fill (deposit 116) was identified within this feature. It consisted of a medium brown silt sand containing small rounded pebbles with a diameter of up to 1cm, forming approximately 20% of the total volume. No artifactual material was recovered from this feature.

Within the central part of the site a feature was found (cut 126, see **Illustration 10**) in the west facing section of the western road dyke. This had a width at the surface of 1.5m and a maximum depth of 0.65m. A single fill (127) was found consisting of a slightly dark silt sand. When the location of this feature was plotted, it became clear that it was a section of ditch cut 109. It did not appear in the east facing section as ditch 109 ceased with a butt end before reaching the edge of the development area.

A short way to the north of this were a series of four possible linear features identified in the east facing section of the western road dyke (cuts 118, 120, 122 and 124; see **Illustration 11**). These could not be identified in any other part of the site, and it is considered unlikely that they represent archaeological features.

4. DISCUSSION

The area of interest lies on the gravel terraces immediately to the west of the River Trent. These are conditions in which cropmarks within the Trent Valley are known to be concentrated (Whimster 1989 pp20). Despite this, the only aerial photographs available for the purpose of this study, taken in July 1970, were of a relatively poor quality. Also, the cropmarks in this area have not been comprehensively mapped, and the known features are limited to the two parallel linear cropmarks as well as the possible croftings fronting onto Staythorpe Road (Davies and Symonds 1996). The formation of cropmarks within the area will have been limited by the predominant cultivation of sugar beet.

A trial trenching investigation (Davies 1996) did not reveal any structural evidence for the survival of the linear cropmarks within the area of interest. It has also not been possible to identify these features during this watching brief of the excavation of the road dykes. With respect to this, it should be noted that their location coincides with a band of slightly higher ground supporting an alluvial deposit (128), overlying the gravel terrace. There are two possible explanations for the inability to identify the location of the cropmarks. The first is that they are cut into deposit 128 and in the dry conditions currently prevailing there is insufficient definition between the ditch fills and surrounding material. The second is that deep ploughing since 1970 has completely obscured them. Their location within an area of slightly higher ground would have made them vulnerable to such damage, and the evidence from the watching brief suggests that significant truncation has taken place.

Despite the fact that known features have not been identified, a number of previously unknown features were visible. A total of six linear ditches have been recorded during the watching brief, and these can be related to the cropmarks. These were found throughout the area of investigation, and mostly conform to two distinct alignments. The first of these is 33-35° from north, and comprises the two linear cropmarks, ditch cut 103 and ditch cut 108. The second is 106-109° from north and comprises ditch cuts 105/111, 109 and 113. Of these, the first two form a double-ditched feature with a spacing of approximately 10m.

The pattern of ditch distribution outlined above clearly indicates that the features recorded form a coherent field system, not previously identified through aerial photography. An interpretation of the type of field system represented is limited by the nature of the development, with a relatively narrow corridor being exposed for study. Cropmarks within this region are commonly characterised by rectilinear enclosure complexes (Whimster 1989 pp66). These are sometimes associated with trackways, comprised of double-ditched features spaced at approximately 10m apart. It may be that the features found represent such a complex, including a lane formed by the ditches 105/111 and 109.

4.2. Dating

29 sherds of ceramic material, representing a range of dates, were recovered during this watching brief, and this has been looked at by Dr Paul Buckland. Much of this material was not readily diagnostic in nature, consisting of small abraded body sherds. Only three rims were found, all of which were Romano-British in date. 12 of the sherds found had a black matrix, and these have been identified as probably being late Iron Age though identification is not certain because of the nature of the sherds (Buckland, P.C. *pers. comm.*) These included the four sherds recovered from within ditch cut 103, and suggests a late Iron Age date for the construction of the field system. This date corresponds closely to those of other sites within the immediate vicinity. Archaeological investigations have revealed Romano-British settlement at South Muskham (Wheeler 1968), as well as a late Iron Age/Romano-British settlement and field system near Kelham (Knight and Howard 1994).

4.1. Conclusion

This work has established the presence of archaeological features surviving, though truncated, at the surface of the river gravels. It is also clear that they form part of a system which extends beyond the development area to the east and the west.

The identified features, together with the linear, parallel cropmark features are thought to represent part of a late Iron Age/Romano-British field system or enclosure complex. The precise nature of the system cannot be determined at this time because of the limited exposure of features within the narrow development area.

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6. REFERENCES

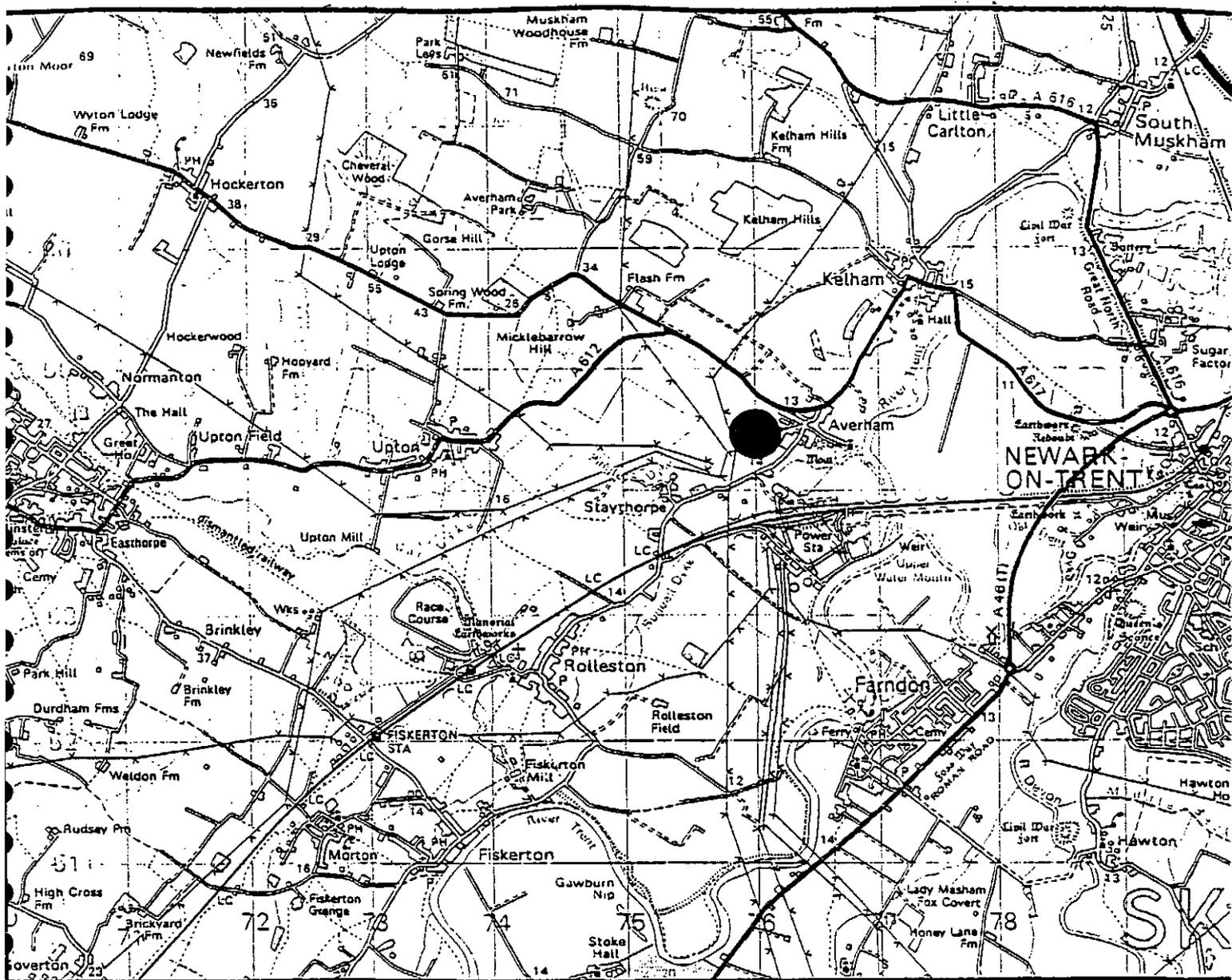
Davies, G. and Symonds, J 1996 **A desk-based appraisal of the archaeological interest of land adjacent to part of the Staythorpe Road, Nottinghamshire** ARCUS Report 236d

Davies, G. 1996 **Archaeological evaluation by trial-trenching at Staythorpe, Averham, Nottinghamshire** ARCUS Report 236f

Knight, D and Howard, A.J. 1994 **Archaeology and alluvium in the Trent Valley** Trent and Peak Archaeological Trust

Wheeler, H. 1968 A Romano-British native site at South Muskham. in, **Transactions of the Thoroton Society** vol 72

Whimster, R. 1989 **The Emerging Past** RCHME, London



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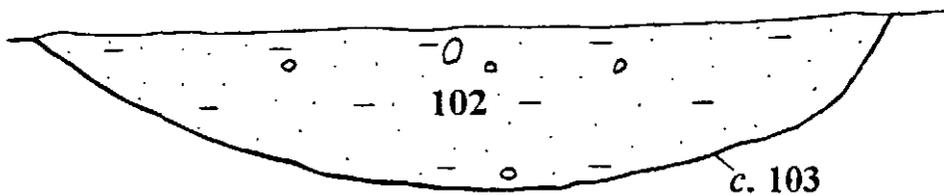
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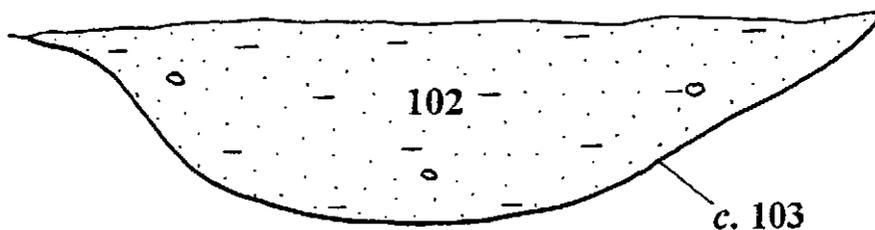
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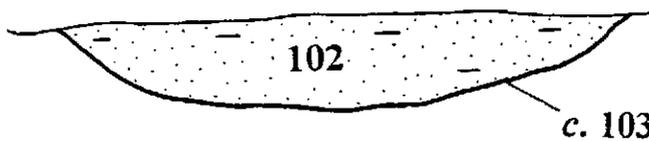
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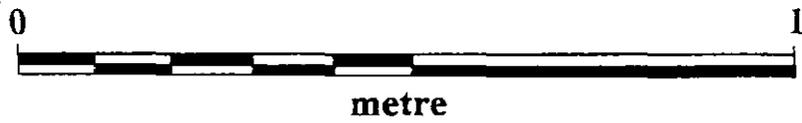
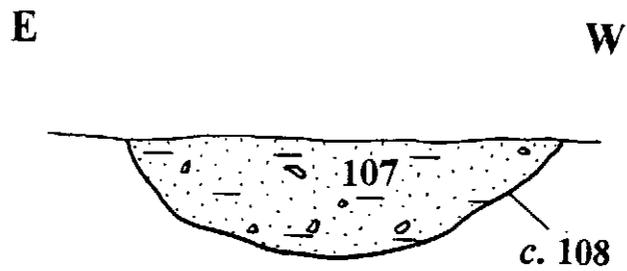
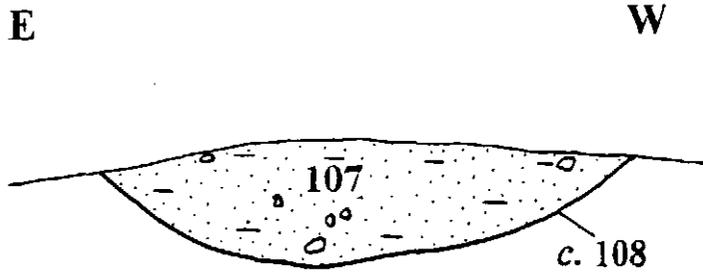
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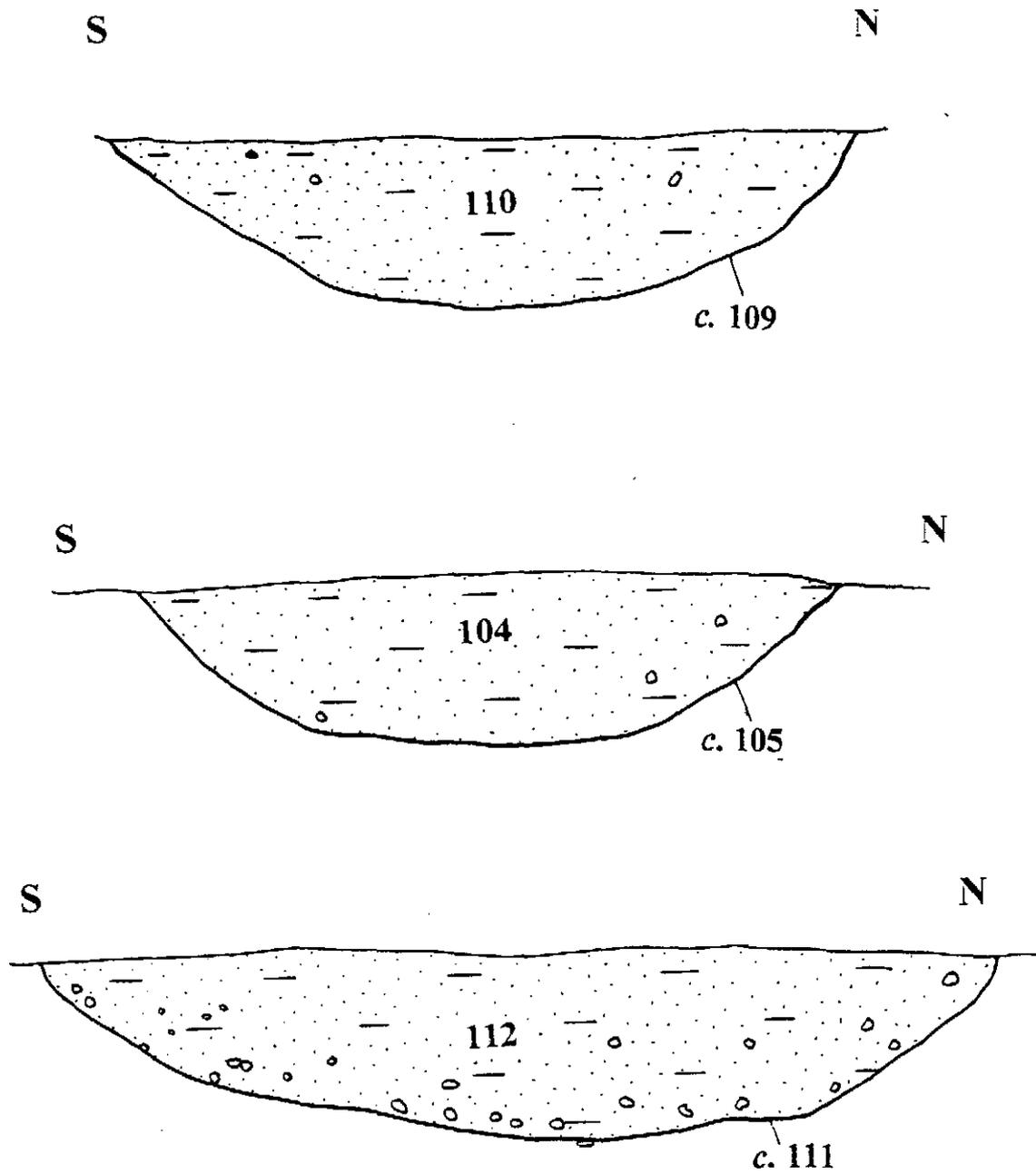
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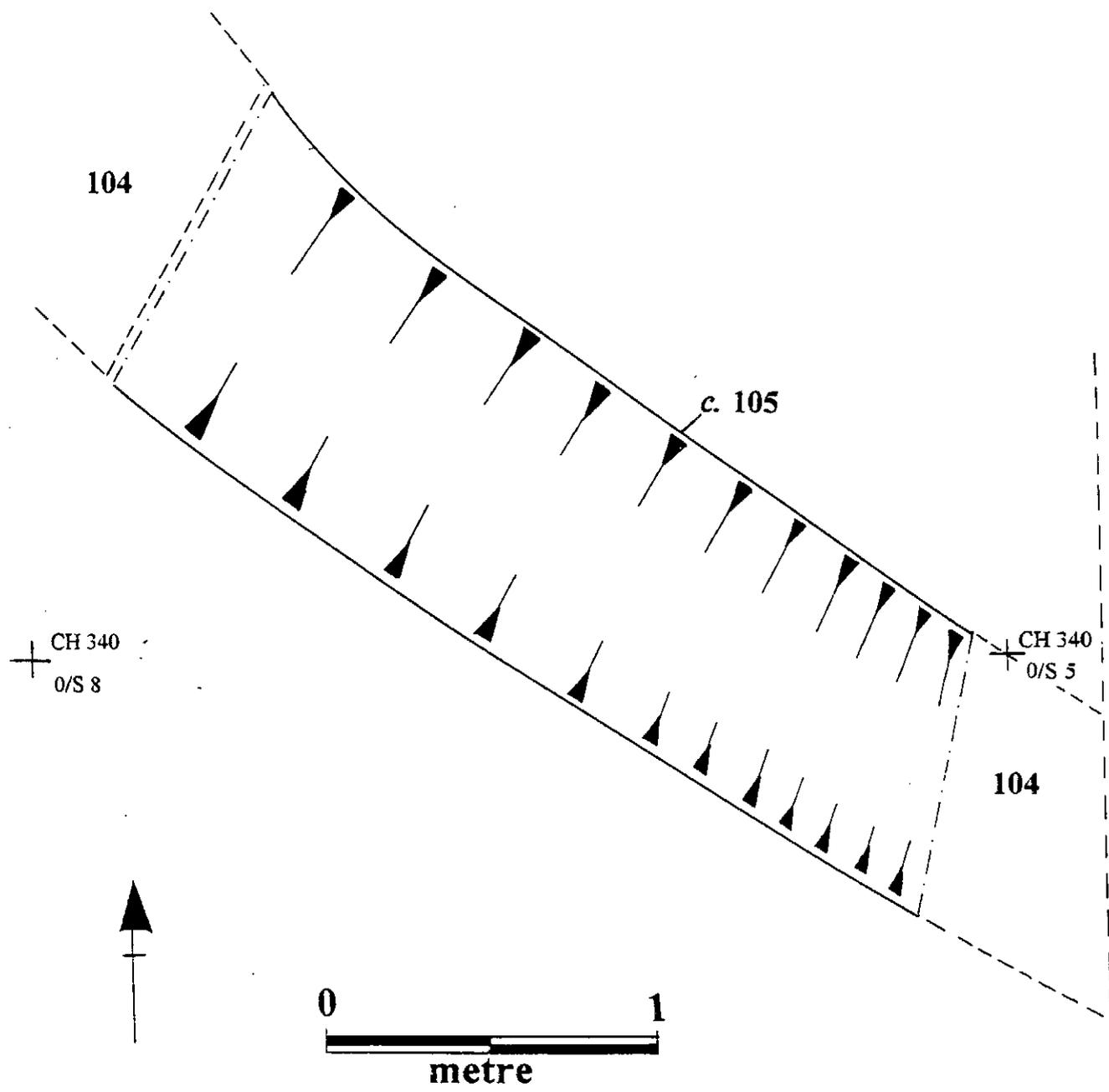




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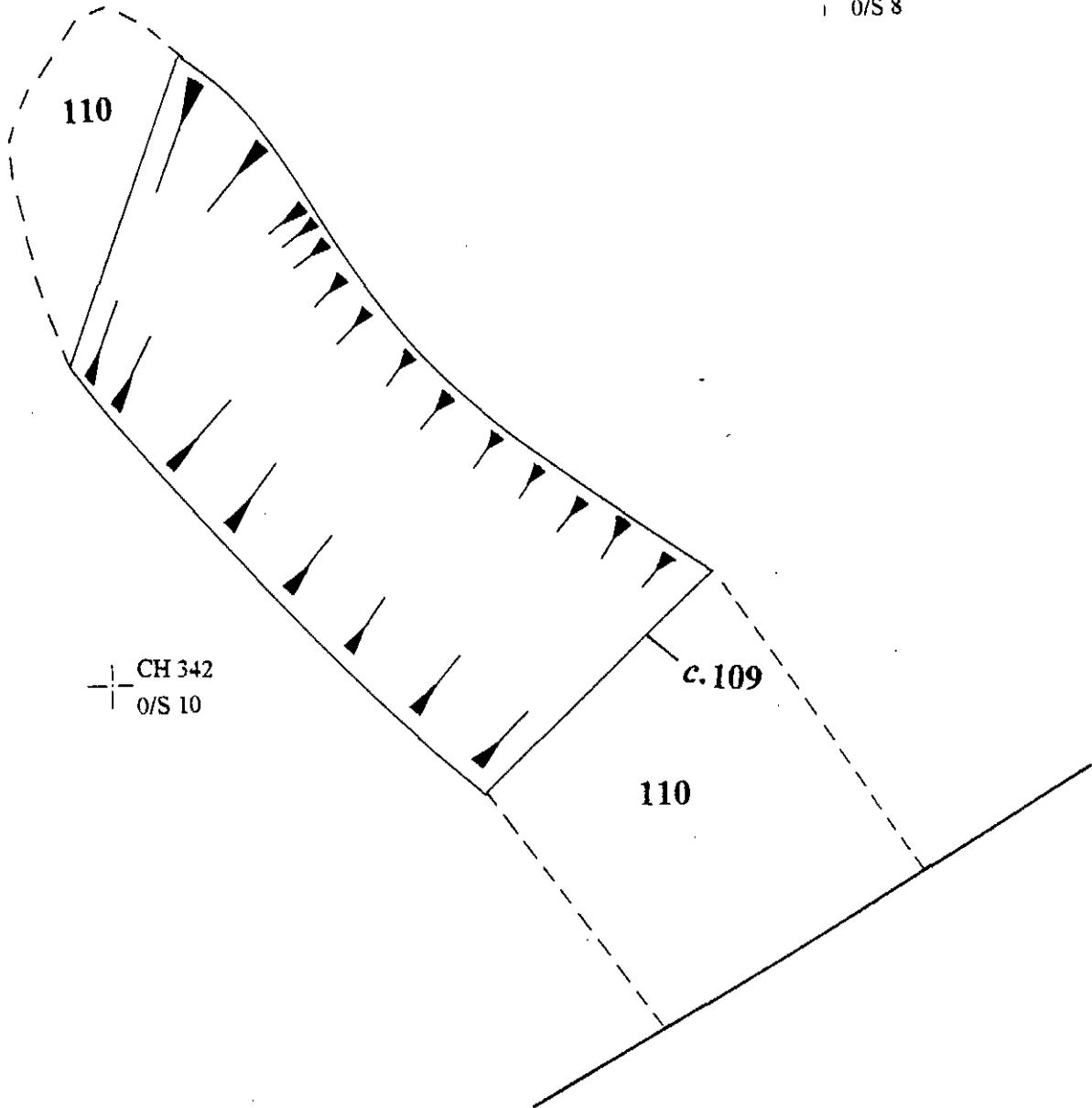
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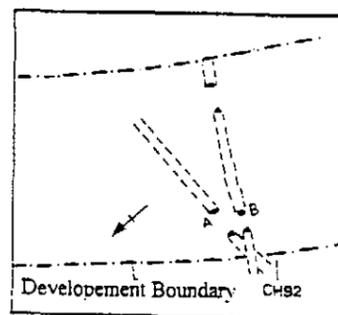
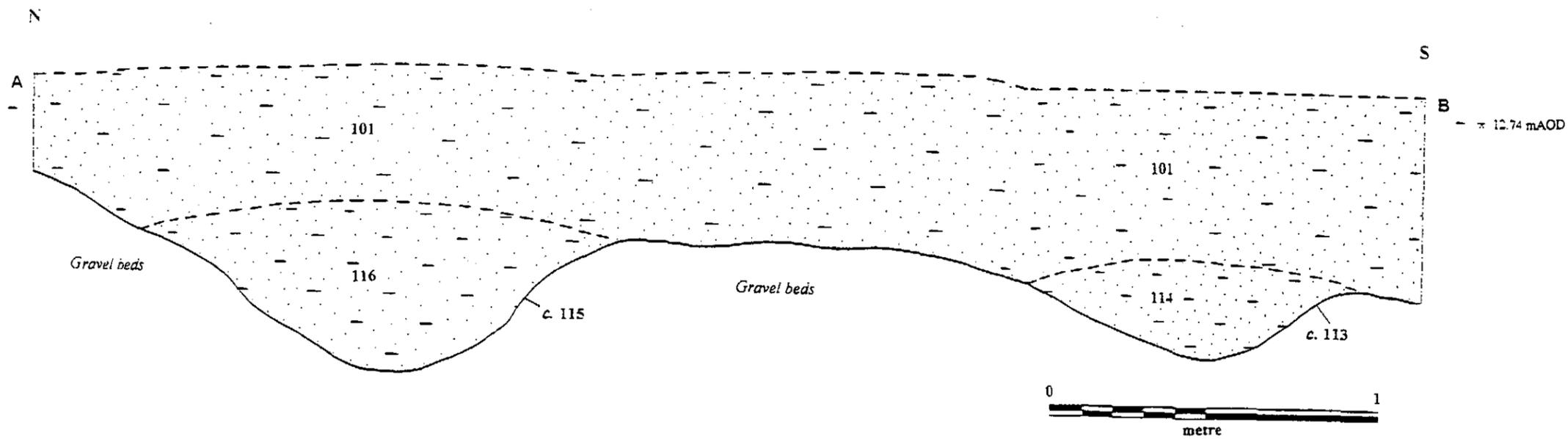


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Located in west facing section of western road dyke



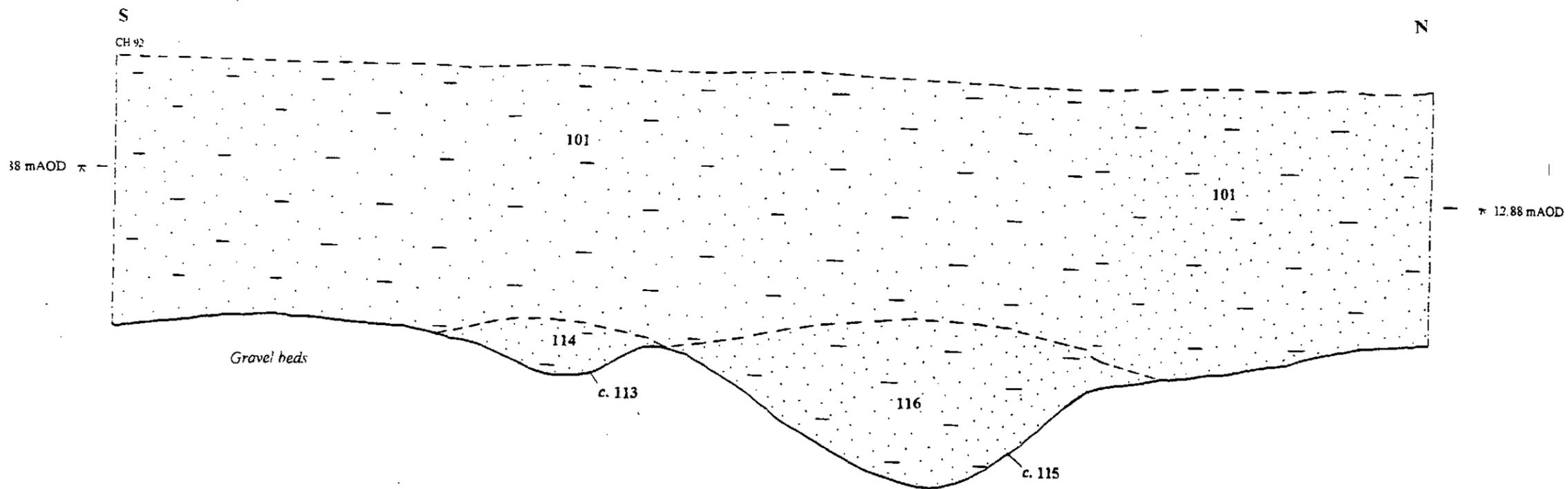
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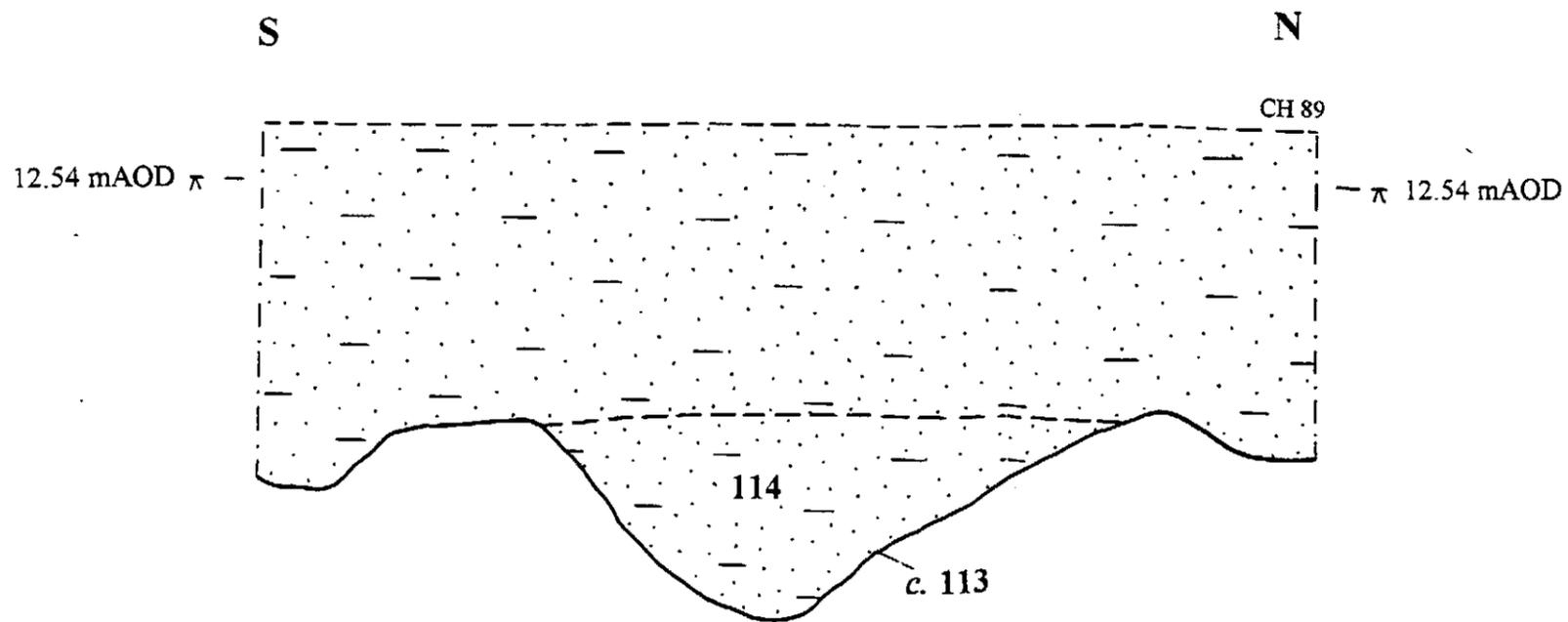
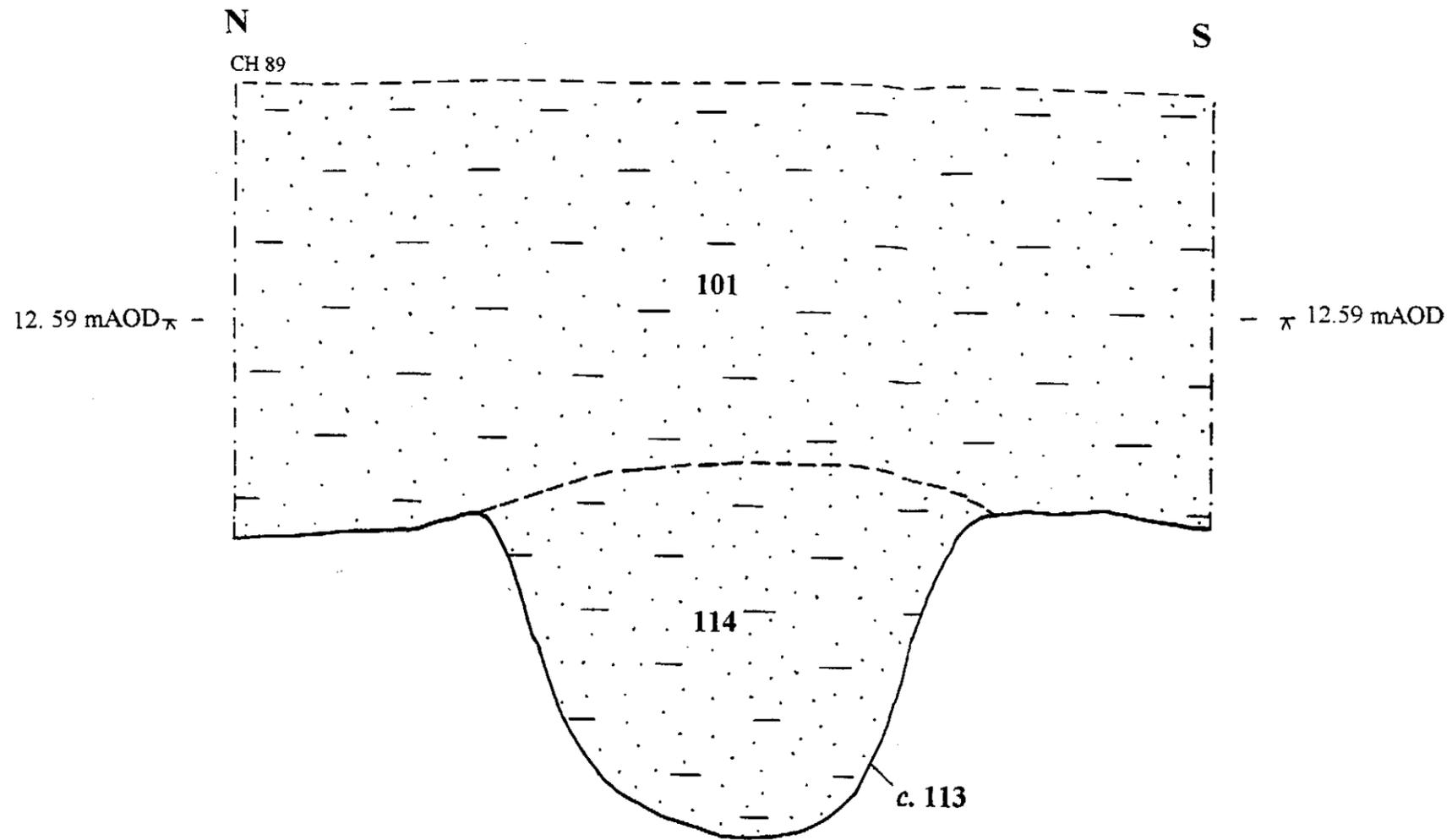
Located in east facing
section of western road
dyke



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Located in eastern
road dyke



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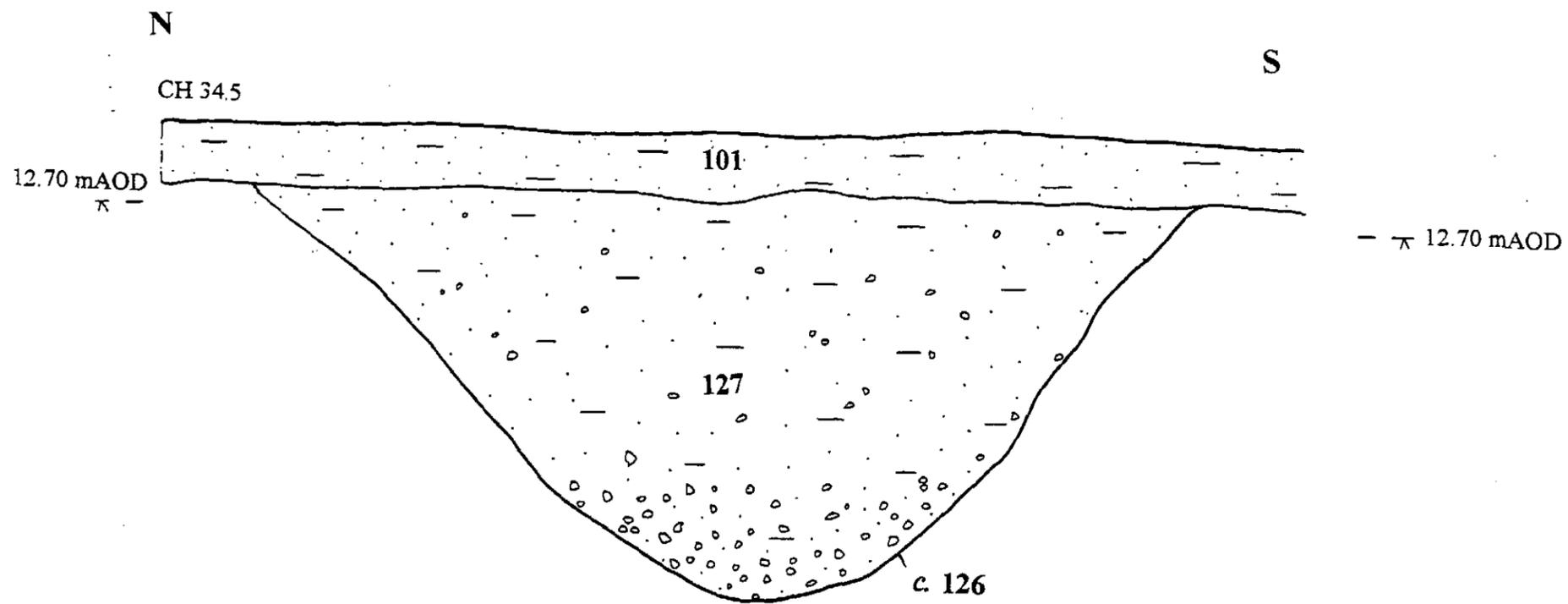
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Located in west facing section of western road dyke

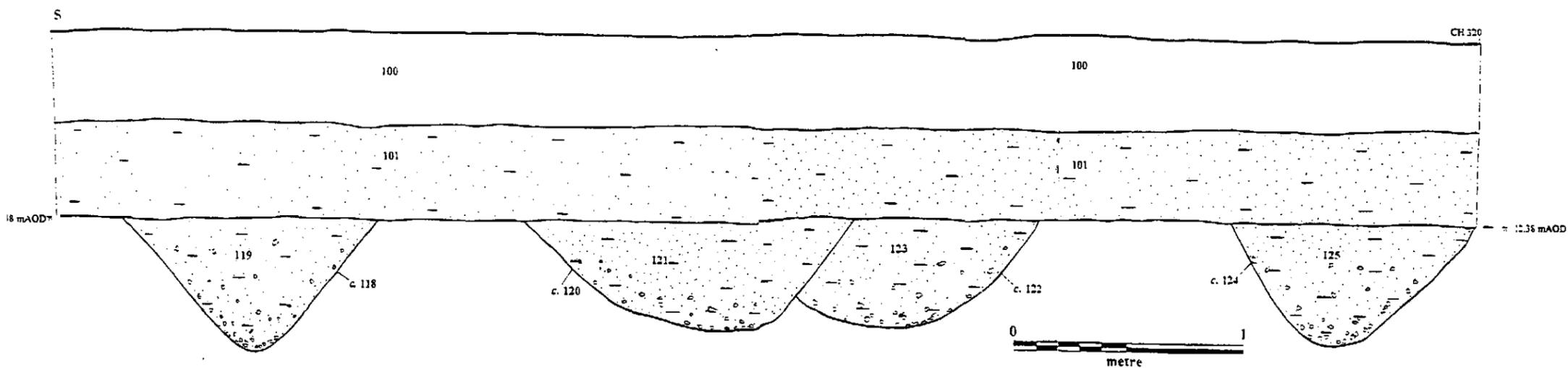


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Located in east facing
section of western road
dyke



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Cuts 118, 120, 122, and 124	
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**Above;
Plate A, Cut 105,
Looking North**

**Right;
Plate B, Cut 109,
Looking North-West**





**Above;
Plate C, Cut 108,
Looking South**

**Right;
Plate D, Cut 108,
Looking South**



Appendix A - List of Contexts

context no.	type	description	notes
100	deposit	dark brown/black silt clay	topsoil;=1001 (ARCUS 236f)
101	deposit	medium brown silt sand	subsoil;=1002 (ARCUS 236f)
102	deposit	dark brown silt sand	fill of 103
103	cut	linear ditch	filled by 102
104	deposit	medium brown silt sand	fill of 105; = deposit 112
105	cut	linear ditch	filled by 104; = cut 111
106	deposit	orange/red sand with gravel	river gravels
107	deposit	medium brown silt sand	fill of 108
108	cut	linear ditch	filled by 107
109	cut	linear ditch	filled by 110
110	deposit	medium brown silt sand	fill of 109
111	cut	linear ditch	filled by 112; = cut 105
112	deposit	medium brown silt sand	fill of 111; = cut 104
113	cut	linear ditch	filled by 114
114	deposit	medium brown silt sand	fill of 113
115	cut	linear ditch	filled by 116
116	deposit	medium brown silt sand	fill of 115
117	deposit	light brown clay silt	fluvially deposited silt
118	cut	possible linear ditch	filled by 119
119	deposit	light brown silt sand	fill of 118
120	cut	possible linear ditch	filled by 121
121	deposit	light brown silt sand	fill of 120
122	cut	possible linear ditch	filled by 123
123	deposit	light brown silt sand	fill of 122
124	cut	possible linear ditch	filled by 125
125	deposit	light brown silt sand	fill of 124
126	cut	linear ditch	filled by 127; = 109
127	deposit	dark brown silt sand	fill of 126; = 110
128	deposit	light brown sand silt	underlying 101, overlying 106

Appendix B - Pottery Catalogue

CH. 320-340

<i>material</i>	<i>description</i>	<i>length</i>	<i>abraded?</i>	<i>date</i>
ceramic	unidentifiable orange/buff material	2cm	very	-

CH. 340-360

<i>material</i>	<i>description</i>	<i>length</i>	<i>abraded?</i>	<i>date</i>
ceramic	tile fragment	5cm	yes	-

CH. 380-400

<i>material</i>	<i>description</i>	<i>length</i>	<i>abraded?</i>	<i>date</i>
ceramic	light orange pottery, light grey surface, body sherd	2.5cm	no	L. med
ceramic	light orange pottery, light grey surface, body sherd	4cm	no	L. med
ceramic	light orange pottery, light grey surface, body sherd	4cm	no	L. med

CH. 400-420

<i>material</i>	<i>description</i>	<i>length</i>	<i>abraded?</i>	<i>date</i>
ceramic	black pottery with inclusions, body sherd	1cm	yes	L. Iron Age?
ceramic	black pottery with inclusions, body sherd	3cm	yes	L. Iron Age?
ceramic	black pottery with inclusions, body sherd	4cm	yes	L. Iron Age?

CH. 420-440

<i>material</i>	<i>description</i>	<i>length</i>	<i>abraded?</i>	<i>date</i>
slag	fragment of slag	5cm	-	-
ceramic	Purple glazed factory ware, body sherd	4cm	no	P-med, C19
ceramic	Purple glazed ware, body sherd	3cm	no	Med C14-15
ceramic	Greyware rim, C3rd-4th	3cm	yes	Roman
ceramic	Greyware rim, C3rd-4th	6cm	yes	Roman
ceramic	black pottery with inclusions, body sherd	1cm	very	L. Iron Age?

CH. 460-480

<i>material</i>	<i>description</i>	<i>length</i>	<i>abraded?</i>	<i>date</i>
iron	highly corroded iron fragment	2cm	-	-
ceramic	orange body sherd	3cm	yes	Med
ceramic	orange body sherd	3cm	yes	Med
ceramic	orange body sherd	3cm	yes	Med
ceramic	light grey rim sherd	4cm	yes	Roman

CH. 480-500

<i>material</i>	<i>description</i>	<i>length</i>	<i>abraded?</i>	<i>date</i>
slag	slag fragment	5cm	no	-
ceramic	dark grey/black body sherd	2cm	yes	L. Iron Age?
ceramic	dark grey/black body sherd	2cm	yes	L. Iron Age?
ceramic	dark grey/black body sherd	2cm	yes	L. Iron Age?
ceramic	dark grey/black body sherd	4cm	yes	L. Iron Age?
fired clay	unidentifiable fired clay	1cm	very	-

CH. 540-560

<i>material</i>	<i>description</i>	<i>length</i>	<i>abraded?</i>	<i>date</i>
ceramic	purple glazed body sherd	6cm	no	P-med, C19

CH. 580-600

<i>material</i>	<i>description</i>	<i>length</i>	<i>abraded?</i>	<i>date</i>
slag	slag fragment	3.5cm	no	-
ceramic	orange body sherd	2cm	yes	med.
ceramic	buff coloured body sherd	3cm	yes	med.

Deposit 102

<i>material</i>	<i>description</i>	<i>length</i>	<i>abraded?</i>	<i>date</i>
ceramic	black coloured body sherd, light brown surface	2cm	yes	L. Iron Age?
ceramic	black coloured body sherd, light brown surface	3cm	yes	L. Iron Age?
ceramic	black coloured body sherd, light brown surface	3cm	yes	L. Iron Age?

Deposit 128

<i>material</i>	<i>description</i>	<i>length</i>	<i>abraded?</i>	<i>date</i>
ceramic	black coloured body sherd, light brown surface	7cm	yes	L. Iron Age?

Appendix C - Project Design



*ARCHAEOLOGICAL RESEARCH & CONSULTANCY AT THE
UNIVERSITY OF SHEFFIELD*

**Project Design for An Archaeological
Watching Brief on Averham Relief Road,
Staythorpe, Nottinghamshire.**

ARCUS 236

May 1997

Prepared for:

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1.0 INTRODUCTION

1.1 Background

A scheme has been approved for the construction of a relief road around the village of Averham, and alterations to Staythorpe Road. This is being managed by Allot & Lomax, Consulting Engineers, with the work being completed by Birse Construction. Prior to the start of site works a series of archaeological investigations were undertaken in consultation with Nottinghamshire County Council Heritage Team. This included a desk-based evaluation, fieldwalking, geophysical survey and a programme of trial trenching.

These studies identified two areas where further archaeological work should take place, part of the relief road route and Pingley Bridge. It has been agreed with Nottinghamshire County Council Heritage Team that the further work should include a watching brief on soil stripping and earth moving along the line of Averham relief road and a watching brief monitoring the alterations to Pingley Bridge recording details of any earlier structures which may lie within the present bridge. This brief outlines the terms under which these watching briefs will be undertaken.

1.2 Site Location and Topography

The area of the roadworks to be undertaken as part of the proposed Staythorpe power station development lie to the west of the village of Averham and along Staythorpe road. The route of the relief road runs to the west of the village of Averham between the A617 in the north and Staythorpe road in the south. The relief road will join Staythorpe road to the east of Pingley Bridge which will be widened to enable the increased traffic in large vehicles to pass. The area is fairly flat lying on river gravels in the valley of the River Trent which are mostly used for arable agriculture, primarily sugarbeet.

1.3 Archaeological Background

Six reports have been produced during the programme of archaeological investigations undertaken so far.

Belford, P. (1996) *Evaluation by Fieldwalking of Land at Staythorpe, Averham, Nottinghamshire*, ARCUS Report 236a.

Belford, P. (1996) *A Standing Structure Survey of Pingley Bridge Nottinghamshire*. ARCUS Report 236b.

Jordan, P. (1996) *Assessment of the Palaeoenvironmental potential of deposits within Pingley Dyke*. ARCUS Report 236c

Davies, G. and J. Symonds (1996) *A Desk-Based Appraisal of the Archaeological Interest of Land Adjacent to part of the Staythorpe Road, Nottinghamshire*. ARCUS Report 236d.

Geophysical Surveys of Bradford. (1996) *Report on Geophysical Survey Staythorpe Newark*. Survey No. 96/68.

Davies, G. (1996) *Archaeological Evaluation by Trial Trenching at Staythorpe, Averham, Nottinghamshire*. ARCUS Report 236f

The desk-based assessment identified two known sites on the Sites and Monuments Record that would be subject to damage by the relief road. The first was a cropmark **SMR 3011** which consisted of two parts. The first part consisted of two parallel ditches running east west across the line of the proposed road, this is of suggested Roman date. The second part was a series of cropmarks adjacent to the north side of Staythorpe road which were interpreted as medieval or post medieval croftings. The croftings will be mostly missed by the new road, but the western end will be affected by the earth moving and planting associated with the road. The second site was the post medieval bridge crossing Pingley Dyke.

Fieldwalking along the route of the road did not produce any material to confirm the date of the cropmark features. Geophysical survey of the parallel ditches also produced inconclusive results, the soil conditions were not particularly good for either gradiometry or resistance survey. Despite this, some anomalies were identified including one which was interpreted as a possible ditch. Trial trenching of the two cropmarks did not identify the features, though ploughing was shown to have disturbed the ground down to 0.45 m and Roman pottery was recovered from the area of the two parallel ditches.

The survey of Pingley Bridge identified the present structure as being post medieval in date but showed that the bridge has been modified and added to over the years. Four phases of construction were identified of which the earliest dates from c.1800. This construction is possibly related to the straightening of Pingley Dyke, if this is so it is possible that there could have been an earlier bridge on the site evidence for which could survive beneath the present structure.

2.0 PROJECT AIMS

The overall aims of the watching briefs are to observe and record any archaeological features that are uncovered or destroyed during the road works. Generally the aims are;

- to determine the location, extent, character and date of any archaeological deposits and structures,
- to determine if any archaeological remains exist in areas previously thought to be devoid of archaeology.

More specific aims will be;

- to determine if any undisturbed deposits remain within the parallel ditch system SMR 3011 and confirm its Roman date,
- to determine if any of the croftings (SMR 3011) survive and retrieve any dating evidence,
- to determine the presence or absence of any earlier structure under Pingly bridge and to record the structure of the earliest extant phase.

3.0 METHODOLOGY

The watching brief along the route of the Averham relief road relates to 3 phases of the works programme produced by Birse Construction; the top soil strip, excavate and fill to formation and excavation of ditches. Top soil stripping will go down approximately 0.45 m. The excavation and fill to formation involves the excavation of soil and construction of earth banks, this will mainly be at the intersection of the Averham relief road with the A617. The ditches are being cut for the laying of drainage for the new road. These ditches will be up to 1.50 m deep.

During the watching brief experienced archaeologists will monitor excavation activities on the site. All archaeological features encountered will be recorded on proforma record sheets, plans and sections will be drawn as appropriate and photographs taken (B/W prints and colour slides).

Topsoil stripping will start at the southern end of the site and proceed northwards. Initially, all stripping will be archaeologically monitored, and this will continue at least for all the area of known archaeological sensitivity. If no features of archaeological significance have been noted at this stage, then by agreement with Allot & Lomax and Nottinghamshire County Council the remainder of the topsoil strip will not require monitoring. Where the exposed surface is to be further excavated then archaeological monitoring may be required. All excavation of ditches will be archaeologically monitored, unless by later agreement with Allot & Lomax and Nottinghamshire County Council.

The Watching brief on Pingley Bridge relates to the excavation and binding works. The main concern is to observe the internal structure of the bridge when the face on the north side is removed as part of the construction programme to widen it. This will require a team of two archaeologists to be present when the brick facing is being removed

A borehole survey has shown the palaeoenvironmental potential of deposits within Pingley Dyke to be low. However, if at any time during the watching brief secure, dated deposits are noted which are considered to have a good palaeoenvironmental potential then samples will be taken. Particular attention will be paid to the possible presence of palaeochannels. All samples will be returned to the University of Sheffield for assessment.

3.1 Finds Collection Policy

Artefactual material will be collected according to an explicit sampling strategy. Material which is obviously modern in date will not be kept unless it is of exceptional intrinsic interest.

Material discarded as a consequence of this policy will be described and quantified in the field. This will involve basic analyses such as counting artefacts, and assigning finds to broad categories, e.g. ceramic building material.

All other finds will be cleaned, marked, catalogued and packed in materials suitable for long term storage. Appropriate analysis will be undertaken as necessary, by qualified archaeologists.

3.2 Monitoring of Field Work

ARCUS will report directly to Allot & Lomax, through their representative on site. There will also be liaison with the County Archaeological Officer of Nottinghamshire County Council to arrange monitoring of the field work as it progresses. ARCUS will notify the Sites and Monuments Records Officer of any discoveries of archaeological significance so that additional sites visits can be made, as necessary.

3.3 Staffing

The project will be managed by James Symonds the Executive Director of ARCUS, the fieldwork will be supervised by Mr Simon Atkinson (Averham Relief Road) and Paul Belford (Pingley Bridge) the Project Officers who will be responsible for the production of the final report.

3.4 Timetable

The top soil stripping and associated earth moving activities on the Averham relief road route will start on the week of 12th May 1997 and will end on the week of 23rd June 1997. The excavation and binding of Pingley Bridge will take place over the weeks of 7th and 14th of July 1997.

4.0 REPORTING THE RESULTS OF THE FIELDWORK

4.1 The Project Report

The final report will be of standard ARCUS format and will contain:

- i. National Grid reference of the site;
- ii. Date and duration of fieldwork;

- iii. Name of Project Manager and Project Officer;
- iv. Author of report, and report date;
- v. A non-technical summary and introductory statement;
- vi. A detailed account of the techniques employed during the project;
- vii. A plan of the position and layout of the earth moving activities undertaken by the contractors;
- viii. Appropriate plans and sections of any archaeological deposits or structures identified during the work;
- ix. A full record of all artefactual material recovered or recorded;
- x. Appropriate analysis of all material recovered;
- xi. Analysis of the nature and significance of material recovered or recorded;
- xii. Examination of the results of the work in a regional context;

The full report will be completed by project staff in consultation with appropriate specialists.

It is understood that the report will be deemed to be in the public domain 6 months after its receipt by the SMR.

4.2 The Project Archive

The project archive will be prepared in accordance with the requirements specified in Management of Archaeological Projects, Appendix 3 (HBMC 1991) and in accordance with the Guideline for the Preparation of Excavation Archives for Long Term Storage (UKIC 1990). The archive will contain:

- i) a summary of the project;
- ii) a guide to the archive;
- iii) the project design;
- iv) the complete site archive, including all data, records and correspondence, produced during the programme of fieldwork;
- v) all artefactual material, appropriately indexed, conserved and packaged;

The archive will be prepared by the project staff and will be deposited in a local museum.

5.0 HEALTH & SAFETY

ARCUS adheres to the University of Sheffield Health & Safety Policy and observes the recommendations of the SCAUM (Standing Conference of Archaeological Unit Managers) Health & Safety Manual. A copy of the ARCUS Health and Safety Manual for Archaeological Excavation has been submitted to Allot & Lomax. Further copies are available on request.

6.0 INSURANCE

ARCUS is fully insured as part of the University of Sheffield. The University currently maintains insurance cover as follows;

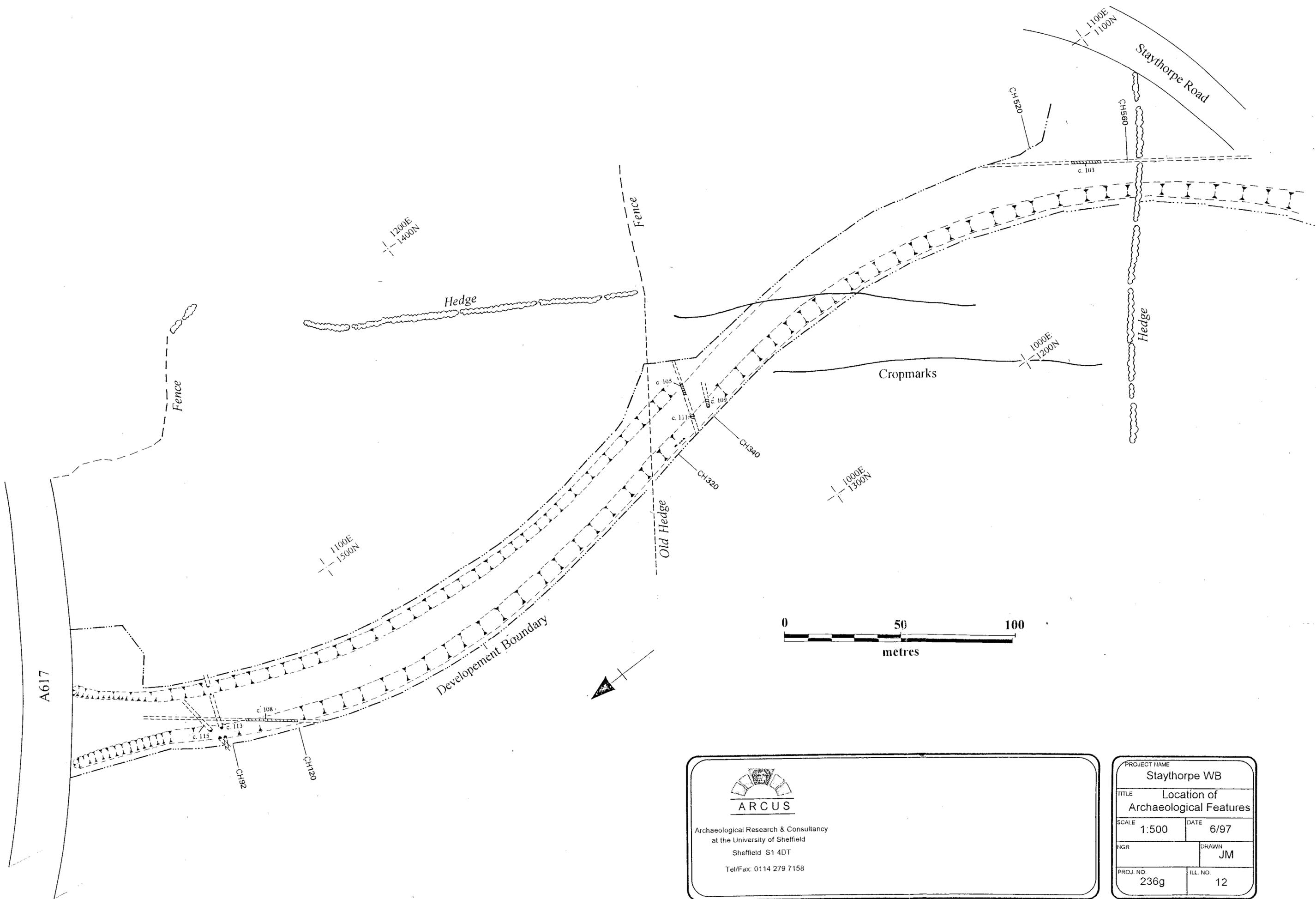
Employers Liability	£10 million
Professional Indemnity	£5 million

7.0 COPYRIGHT

ARCUS will assign copyright to the developers upon written request, but retains the right to be identified as the author of all project documentation and reports as defined in the *Copyright, Designs and Patents Act 1988* (Chapter IV, s.79).

8.0 VARIATIONS CLAUSE

Variations to the brief and agreed specifications will only be made by prior agreement between all appropriate parties.




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PROJECT NAME	
Staythorpe WB	
TITLE	
Location of Archaeological Features	
SCALE	DATE
1:500	6/97
WGR	DRAWN
	JM
PROJ. NO.	ILL. NO.
236g	12