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**A43 GEDDINGTON BYPASS, NORTHAMPTONSHIRE:
ARCHAEOLOGY SCOPING REPORT**

for

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August 1994

**43 GEDDINGTON BYPASS, NORTHAMPTONSHIRE:
ARCHAEOLOGY SCOPING REPORT**

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1. INTRODUCTION

1.1 This scoping report describes the steps already taken in response to the archaeological implications of constructing the proposed A43 Geddington Bypass, and summarises the remainder of the recommended phased approach which is required in consultation with the appropriate bodies.

1.2 Consideration is also given to the archaeological implications of dualling the adjoining Kettering Northern Bypass, for which plans were announced more recently.

2. SEQUENCE OF PREVIOUS EVENTS

2.1 During 1991 three route options for the proposed Geddington Bypass were under consideration, for which *John Samuels Archaeological Consultants* (the Consultant) were commissioned to undertake initial archaeological assessments by MRM Partnership (the Main Contractor) on behalf of the Department of Transport (DTp). The assessment reports were finalised after revision as JSAC (1992a, 1992b).

They summarised existing knowledge within a 1km corridor centred on each route; provided a ranking of the routes by archaeological impact; and recommended that the density of material in the area would require a programme of detailed evaluation to be designed in conjunction with the County Archaeologist.

An accompanying 108-page volume of appendices comprised detailed supporting information extracted from the County Sites & Monuments Record (SMR) and sources in the literature, with illustrations and maps.

2.2 Subsequently a preferred route was adopted. It runs from Weekley (SP 882 810) northward to Stanion (SP 910 873) on a curving line through open countryside west of the existing A43, a distance of 8km (5 miles) (the 6.9km given in Northants CC documentation is the straight-line distance). For the northernmost 2km the course is adjacent to the present trunk road, while the remaining length diverges by up to 700m westward. The assessment report for this route was updated (JSAC 1992c).

2.3 In discussion between DTp, the Main Contractor, and the Consultant, it was explained how the archaeological assessments had been conducted to comply with Government guidelines in the form of PPG 16 (DoE 1990) and the then current DTp draft *Manual of Environmental Assessment*. However, on the insistence of DTp, the initial archaeological assessment report was altered by excising all recommendations for further evaluation work and for consultation with the County Archaeologist and English Heritage, although a passing reference to the need for a detailed programme of evaluation remained (JSAC 1992d, para. 1.3). The recommendations taken from the report were summarised in a covering letter

(JSAC 13.10.92), which re-emphasised that the initial assessment was not intended for the Environmental Statement because of the necessity for the proposed evaluation. The text of the assessment report itself drew attention to another missing element in the form of an 18-month backlog of material, mainly aerial photographs, then awaiting entry into the County Sites & Monuments Record (SMR) and so unavailable for inspection.

2.4 In November 1992 the altered assessment report (JSAC 1992d) was sent to English Heritage and to the Northamptonshire County Archaeologist, without benefit of the Consultant's covering letter, for comment. English Heritage accepted the report as a first step, whilst noting that the SMR backlog should also be assessed, and concurred with the need for a programme of evaluation. The County Archaeologist agreed that the report was a useful starting point, and that a programme of further evaluation was necessary; but he felt that the content might have been more comprehensive and that consultation should have taken place earlier (he was unaware of the constraints imposed by DTp).

2.5 In January 1993 a meeting was held between DTp, the Main Contractor, Northants CC Archaeology Unit (NAU), and the Consultant. The archaeology of the route was discussed in detail, and some additional data and prognostications were supplied by NAU as they had caught up with the SMR backlog. NAU pointed to the need for further evaluation. They offered to provide a brief as archaeological curator, and also to undertake the work as archaeological contractor; the former offer was accepted. DTp announced that construction of the Geddington Bypass may be accompanied by dualling the adjoining Kettering Northern Bypass, probably along its southern side from the A6003 eastward to Weekley, a distance of 1.6km (1 mile). The archaeological implications of this should also be taken into account.

2.6 Following the meeting, NAU produced a brief entitled *Proposals for Archaeological Evaluation*, suggesting an expanded assessment to be followed by field evaluation, and advocating techniques which were essentially those recommended by the Consultant in the original assessment report (JSAC 1992c). The latter part of the brief was designed as an *Invitation to Tender* document,

specifying that tenders should be submitted to and judged by NAU (despite the apparent conflict of interest), and that the work would effectively be supervised by NAU.

2.7 In February 1993 tenders for a *Supplementary Stage 1 Archaeological Evaluation* were invited by the Main Contractor, utilising part of the NAU brief without its ownership clauses. The specification was limited to enhancing the existing desktop assessment, and fieldwalking reconnaissance, with no impact assessment or mitigation.

A rider noted that field evaluation may form the next stage.

2.8 The successful tender was submitted by Wessex Archaeology who carried out the work (Wessex Archaeology 1993a, 1993b). Information was gathered for a Study Area 4km wide, with detailed examination of a Study Corridor 400m wide centred on the proposed route. The list of sites was essentially that previously arrived at by the Consultant (JSAC 1992c). Detailed field reconnaissance was carried out; but whilst 39% of the roadline was under arable, by early April the growing crops and slurry coverage precluded adequate fieldwalking for artefacts in 7 of the 14 arable fields.

2.9 In November 1993 the Wessex assessment was sent to English Heritage for comment, together with a summary list of sites recommended by the Consultant for geophysical survey. The English Heritage response (March 1994) asked for more details of the criteria used in the selection of sites for geophysical survey, and whether additional survey was planned in areas for which no archaeological evidence is known.

2.10 In July 1994 a meeting was held prior to which organisational changes had altered the names rather than the identities of some participants. It was attended by the Highways Agency (HA) (following the reorganisation of DTp), Rust Consulting (the Main Contractor), English Heritage, and the Consultant. The purpose was to review progress and to establish the best way forward to provide an adequate archaeological input to the Environmental Statement.

HA stated their intention of proceeding with all surveys necessary for the Environmental Statement.

It was proposed that a Scoping Report be produced to review what had been done and set out what remained to be done [this document]. Some updating of the previous treatment might be needed in the light of the current *Design Manual for Roads and Bridges* 11 (DTp 1993) which had replaced the earlier *Manual of Environmental Appraisal*. English Heritage noted that additional points requiring comment were the effects of the scheme upon the archaeological setting of sites and monuments; and the need to ensure that sites were protected from ancillary construction works outside the road corridor. NAU would be consulted when the Scoping Report was finalised.

3. ARCHAEOLOGICAL SITES: IMPORTANCE AND IMPACT

3.1 This section lists the sites identified within a 400m-wide corridor centred on the preferred route for the Geddington Bypass, from Weekley (SP 882 810) northwards to Stanion (SP 910 873), as already established (JSAC 1992d, Wessex Archaeology 1993a). It also includes the Kettering Northern Bypass from the A6003 (SP 866 811) to Weekley (SP 882 810).

3.2 For the purposes of this report, sites have been categorised with regard to the importance of their known or suspected archaeological remains as follows:

- * National importance: Scheduled Ancient Monuments, or archaeological sites being scheduled and protected under the Ancient Monuments & Archaeological Areas Act (1979), or suitable for scheduling.
- * Regional importance: Sites listed in the County Sites & Monuments Record (SMR) or other sources, whose extent, nature and date are reasonably defined, and which represent significant examples in the regional context.
- * Local importance: Sites listed in the SMR or known from other sources which are either of low potential or of local rather than regional significance.

3.3 This section also assesses:

- a) The direct impact of the preferred route upon each archaeological site, taken to apply to sites within 50m on either side, including sites discovered outside this zone but considered likely to extend within it.
- b) Where relevant, the impact on the archaeological setting of other sites in the vicinity.

Impact has been categorised under the following terms:

- * Major impact: Total or substantial destruction (50-100%) of the archaeological remains or their setting.

*	Moderate impact:	Significant destruction (5-49%) of the archaeological remains or their setting.
*	Slight impact:	Lesser destruction (1-4%) of the archaeological remains or their setting.
*	Negligible impact:	Little or no effect upon the archaeological remains or their setting.

3.4 The list of sites which follows is intended to be succinct and readily usable and therefore does not reiterate all the data on each, for which reference should be made to the existing assessment reports (Samuels 1992c, 1992d; Wessex Archaeology 1993a-b).

3.5 Site numbering is consecutive from south to north, and west to east, and the Geddington Bypass is divided into the three stages suggested by NAU. For geographical convenience, as it joins the south end of the preferred route, the Kettering Northern Bypass is examined first.

Kettering Northern Bypass:

A6003 (SP 866 811) to Weekley (SP 882 810)

- Site 1 Course of Roman road
(c. SP 879 810)
The road was observed during a watching brief on the construction of the existing Kettering Northern Bypass in 1992, but was not adequately examined (information from NAU). Dualling the Kettering Northern Bypass on the south side may destroy any surviving features.

The site is considered to be of local importance.

The impact is classed as locally major.

Gaddington Bypass:

Weekley (SP 882 810) to Grange Road (SP 887 827)

- Site 2 Inhumation cemetery, possibly of late Roman date, underlying ridge & furrow (SMR 5940)
(SP 883 8108)
The cemetery was encountered during a watching brief on the construction of the existing Kettering Northern Bypass in 1992, when 32 burials were excavated. It is thought likely to extend further north and if so may be partly destroyed by the preferred route (information from NAU).

The site is considered to be of regional importance.

The impact is classed as potentially moderate.

- Site 3 Boughton House and Park (post-medieval) (SMR 2473)
(SP 900 815)
Boughton House was built c.1500 and extensively rebuilt in the 16th and 17th centuries. A network of avenues and rides in the Park was laid out from 1720.
The Park fronts on to the east side of the existing A43 and is 350-500m east of the preferred route.

The monument is considered to be of regional importance.

The direct impact is classed as negligible.

The impact on the archaeological setting is seen as potentially moderate, though there is also the benefit that through traffic will be at a greater remove and the effects therefore less intrusive.

Site 4 Scatter of Late Saxon and medieval pottery (SMR 3911)
(SP 886 819)
The material may indicate a settlement. If any of the site has survived adjacent opencast ironstone mining, it may be destroyed by the preferred route.

The site is considered to be of local importance.

The impact is classed as potentially moderate.

Grange Road (SP 887 827) to Sart Wood (SP 896 855)

Site 5 Deserted medieval village of Little Newton including the standing St Faith's church, a moated manor site (Scheduled Ancient Monument no. 91), and a large 16th/17th century dovecote (Scheduled Ancient Monument no. 13) (SMR 1683)
(SP 885 833)
The preferred route will cut through an area of poorly-preserved ridge & furrow.

The site is considered to be of regional importance.

The direct impact is classed as slight.

The impact on the archaeological setting is seen as potentially moderate to major.

Sart Wood (SP 896 855) to Stanion (SP 910 873)

Site 6 Scatter of Early to Middle Saxon pottery and slag, east of Little Oakley (SMR 4021)
(SP 8975 8565)
The material was found in fieldwalking and may indicate a Saxon settlement. The site will be partly destroyed by the preferred route.

The site is considered to be of regional importance.

The impact is classed as slight.

- Site 7 Scatter of undated prehistoric flintwork, east of Little Oakley (SMR 4020)
(SP 899 8565)
The flints were found in fieldwalking, 80m south-east of the preferred route.
- The site is considered to be of local importance.*
- The impact is classed as negligible.*
-
- Site 8 Scatter of Early to Middle Saxon pottery, east of Little Oakley (SMR 2570)
(SP 9015 8572)
The pottery was found in fieldwalking and may indicate a Saxon settlement. The find-spot lies 190m south-east of the preferred route.
- The site is considered to be of regional importance.*
- The impact is classed as negligible.*
-
- Site 9 Medieval or post-medieval ridge & furrow with headland, east of Little Oakley (Wessex site 03).
(SP 8985 8575)
Much of the ridge & furrow is likely to be destroyed by the preferred route and its intersection with the proposed Little Oakley slip road.
- The site is considered to be of local importance.*
- The impact is classed as major.*
-
- Site 10 Site of post-medieval house, Little Oakley (SMR 4019)
(SP 8968 8582)
There is documentary evidence for a house in 1635 which had been demolished by 1730. The site will be destroyed by the proposed Little Oakley slip road.
- The site is considered to be of local importance.*
- The impact is classed as major.*

- Site 11 Site of post-medieval watermill, south-west of Stanion (SMR 2568)
(SP 909 863)
There is documentary evidence for a watermill in 1635. The location is 150m south-east of the preferred route.

The site is considered to be of local importance.

The impact is classed as negligible.
- Site 12 Iron Age ditches, south-west of Stanion (SMR 2567)
(SP 909 864)
The ditches were observed in roadworks for the Stanion Bypass and dated by pottery, suggesting a settlement. The extent of survival west of the Stanion Bypass is unknown. The location is 75m south-east of the preferred route.

The site is considered to be of regional importance.

The impact is classed as slight.
- Site 13 Early to Middle Saxon settlement, south-west of Stanion (SMR 2566)
(SP 9045 8645)
A posthole containing Early to Middle Saxon pottery and two hearths were found in a sandpit, with a scatter of contemporary pottery from walking the adjacent field. The site lies 200m north-west of the preferred route.

The site is considered to be of regional importance.

The impact is classed as negligible.
- Site 14 Scatter of medieval pottery and iron slag, south-west of Stanion (SMR 2565)
(SP 9077 8675)
The scatter was found in fieldwalking and interpreted as a probable 13th-14th century ironworking site. It lies 190m north-west of the preferred route.

The site is considered to be of local importance.

The impact is classed as negligible.

Site 15

Roman road from Huntingdon to Leicester, south-west of Stanion (SMR 1896)

(SP 893 876 to 9015 8715: intersected by preferred route possibly at c. SP 909 8675)

A main Roman road (Margary 57a) is known to pass near to Stanion on a west-north-westerly alignment, but its precise local course is problematical (further details in Wessex Archaeology 1993a, section 3.2.4).

Any surviving features in the corridor of the preferred route will be destroyed.

The road is considered to be of regional importance.

The impact is classed as locally major.

4. ARCHAEOLOGICAL SITES: MITIGATION

4.1 This section proposes appropriate measures to be taken in mitigation of the potential effects of the preferred route upon archaeological remains. The overall approach is a phased trajectory through selected optimum investigative techniques. For example, observations from fieldwalking may or may not call for geophysical survey, the results of which may or may not justify excavation ranging in degree from a test pit to a specified area. It will be appreciated that whilst an informed opinion may be expressed before fieldwork commences, the interdependence of the phased approach precludes certainty in advance as to how far the trajectory is pursued in a given case.

4.2 The first part of this section examines the known sites already listed, taking into account both the direct impact and the setting impact. The second part considers the remainder of the route, and finally some general points concerning mitigation are put forward.

a) Site-specific mitigation measures

Kettering Northern Bypass:

A6003 (SP 866 811) to Weekley (SP 882 810)

Site 1 Course of Roman road
 (c. SP 879 810)

Action taken: None.

Further action: Geophysical survey to locate the road precisely, followed if necessary by excavation to record remains before destruction.

Geddington Bypass:

Weekley (SP 882 810) to Grange Road (SP 887 827)

Site 2 Inhumation cemetery, possibly of late Roman date, underlying ridge & furrow (SMR 5940) (SP 883 8108)

Action taken: Partly excavated in 1992. Walkover inspection 1993.

Further action: Geophysical survey to determine extent, followed if necessary by excavation to record remains before destruction.

Site 3 Boughton House and Park (post-medieval) (SMR 2473) (SP 900 815)

Action taken: Walkover inspection 1993.

Further action: Any areas proposed for landscape treatment and planting should be considered for geophysical survey and possible excavation.

The Main Contractor has indicated (25.1.93) that the preferred route would not be visible from Boughton House, and that landscape planting is proposed to mitigate visual intrusion. These measures should be implemented.

Site 4 Scatter of Late Saxon and medieval pottery (SMR 3911) (SP 886 819)

Action taken: Walkover inspection 1993.

Further action: Geophysical survey to locate any features, followed if necessary by excavation to record remains before destruction.

Grange Road (SP 887 827) to Sart Wood (SP 896 855)

- Site 5 Deserted medieval village of Little Newton including the standing St Faith's church, a moated manor site (Scheduled Ancient Monument no. 91), and a large 16th/17th century dovecote (Scheduled Ancient Monument no. 13) (SMR 1683) (SP 885 833)

Action taken: Walkover inspection 1993.

Further action: Geophysical survey to locate any features, followed if necessary by excavation to record remains before destruction. The coverage should include any areas proposed for landscape treatment and planting.

Landscape treatment will be necessary to mitigate the intrusion on the archaeological setting.

Sart Wood (SP 896 855) to Stanion (SP 910 873)

- Site 6 Scatter of Early to Middle Saxon pottery and slag, east of Little Oakley (SMR 4021) (SP 8975 8565)

Action taken: Walkover inspection 1993.

Further action: Geophysical survey to locate any features, followed if necessary by excavation to record remains before destruction.

- Site 7 Scatter of undated prehistoric flintwork, east of Little Oakley (SMR 4020) (SP 899 8565)

Action taken: Walkover inspection 1993.

Further action: None.

- Site 8 Scatter of Early to Middle Saxon pottery, east of Little Oakley (SMR 2570) (SP 9015 8572)

Action taken: Walkover inspection 1993.

Further action: None.

- Site 9 Medieval or post-medieval ridge & furrow with headland, east of Little Oakley (Wessex site 03).
(SP 8985 8575)
- Action taken: Walkover inspection 1993.*
- Further action: A drawn and photographic record should be made.*
-
- Site 10 Site of post-medieval house, Little Oakley (SMR 4019)
(SP 8968 8582)
- Action taken: Walkover inspection 1993.*
- Further action: Geophysical survey to locate any features, followed if necessary by excavation to record remains before destruction.*
-
- Site 11 Site of post-medieval watermill, south-west of Stanion (SMR 2568)
(SP 909 863)
- Action taken: Walkover inspection 1993.*
- Further action: None.*
-
- Site 12 Iron Age ditches, south-west of Stanion (SMR 2567)
(SP 909 864)
- Action taken: Walkover inspection 1993.*
- Further action: Geophysical survey to locate the ditches and any other features, followed if necessary by excavation to record remains before destruction.*
-
- Site 13 Early to Middle Saxon settlement, south-west of Stanion (SMR 2566)
(SP 9045 8645)
- Action taken: Walkover inspection 1993.*
- Further action: None.*
-
- Site 14 Scatter of medieval pottery and iron slag, south-west of

Stanion (SMR 2565)
(SP 9077 8675)

Action taken: Walkover inspection 1993.

Further action: None.

Site 15 Roman road from Huntingdon to Leicester, south-west of
Stanion (SMR 1896)
(SP 893 876 to 9015 8715: intersected by preferred route
possibly at c. SP 909 8675)

Action taken: Walkover inspection 1993.

*Further action: Geophysical survey to locate the road, followed
if necessary by excavation to record remains before
destruction.*

b) Mitigation in other areas

It remains to consider the remainder of the route outside the known
areas of archaeological interest already discussed. The order of
examination is from south to north as previously.

Kettering Northern Bypass:

The north side of the road has been quarried out and restored.
Much of the south side has been removed for a quarry rail track and
restored.

Geddington Bypass:

Weekley (SP 882 810) to Grange Road (SP 887 827)

This sector has been largely quarried out and restored.

Grange Road Plantation (SP 887 827 to SP 887 831)

The plantation is on land which has been quarried out and restored.

Newton Road (SP 888 835) to near Newton Spinney (SP 891 846)

Arable fields were inspected in 1993 but not in ideal conditions. Fieldwalking would most advantageously be accomplished earlier in the season.

Near Newton Spinney (SP 891 846) to north of Harpers Brook (SP 902 861)

The single currently arable field in this sector should be fieldwalked earlier in the season. The rest is pasture which has already been examined for earthworks, and five sites have been identified.

North of Harpers Brook (SP 902 861) to Stanion (SP 910 873)

This block of arable fields could not be adequately examined in 1993 and should be fieldwalked earlier in the season.

c) Further mitigation measures

It would be helpful to receive the earliest notification of areas planned for contractors' ancillary works outside the route corridor such as site accommodation and haul roads, which are sometimes arranged at short notice. These should then be archaeologically assessed.

When construction commences it will be necessary to conduct an archaeological watching brief during earthmoving operations to record any incidental discoveries.

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