

INDEX DATA	RPS INFORMATION
Scheme Title A 43 Road Scheme	Details Archaeological Evaluations : Stage 3
Road Number A43	Date
Contractor N. Hanks Archaeology .	
County Northamptonshire	
OS Reference	
Single sided ✓ Double sided A30 Colour 1 2.	

**A43 ROAD SCHEME
SILVERSTONE AND BRACKLEY HATCH SECTIONS**

**ARCHAEOLOGICAL EVALUATIONS: STAGE 3
TRENCHING IN HAZELBOROUGH WOOD**

Abstract

An archaeological trench excavated through a probable woodland boundary bank and ditch on the north side of the A43, revealed no dating evidence for its construction. The ditch had probably been modified recently for drainage purposes.

1 INTRODUCTION

- 1.1 A further programme of archaeological fieldwork was carried out on 31st May 2000 on the line of the proposed A43 road improvement scheme at Hazelborough Wood, Northamptonshire (Fig 1). The work was undertaken by Northamptonshire Archaeology on behalf of the Highways Agency as the completion of the third stage in a series of archaeological works aimed at mitigating the impact of road construction upon the archaeology. The fieldwork followed on from the programme of evaluations which have already been reported on survey (*A43 Road Scheme Silverstone and Brackley Hatch Sections; Archaeological Evaluations Stage 3 Summary Report*, Northamptonshire Archaeology, April 2000).
- 1.2 The current work comprised the excavation of a single trench through a relict boundary bank and ditch identified from previous survey (*ibid.*, fig.6)
- 1.3 The programme was conducted to a brief agreed with Northamptonshire Heritage.

2 EXCAVATION

- 2.1 The trial trench was positioned to examine the ditch and bank recorded during the earthwork survey in Hazelborough Wood in March 2000 (Fig 2). The ditch and associated bank are sinuous features running approximately parallel to the modern A43, between 8 m and 26 m away from the road. The features survive in a varying state of preservation, being generally better preserved further away from the modern road. However, only a small length of the feature lies within the road corridor. The trench was positioned in the only suitable location within the designated CPO boundary.
- 2.2 The trench was 14 m long and excavated by a JCB mechanical excavator with a toothless ditching bucket.
- 2.3 Directly under the modern topsoil (1) a ditch (7) and bank (6) were exposed. To the north-west was an eroded hollow (2) truncating the bank and subsoil (3). For dimensions and profiles see section 1 (Fig 3).
- 2.4 Ditch 7 was aligned roughly north-east to south-west. It was a little over 2 m wide and about 1.2 m deep, and contained fills 9 and 10. Fill 9 was a light greyish brown clay-silt primary deposit producing no dating evidence. Fill 10 was a mixed deposit of saturated soils and rotting timbers from recent tree felling.

- 2.5 Bank 6 was positioned along the north-western side of the ditch and consisted of a brown clay loam which included some stones, flints and charcoal lumps/flecks. No dating material was found.
- 2.6 Hollow 2 ran parallel on the west side of the bank and ditch. It was filled by a dark grey brown clay silt containing clay lumps, roots and rotting timbers probably resulting from recent rutting during tree felling.
- 2.7 Layer 3 formed a slight bank on the east side of 2 and was made up of similar material to 6. No dating evidence was found.
- 2.8 Upcast 8 represented the material from the excavation of the current roadside ditch.
- 2.9 Sub-soil (4) was recorded in section 1 and made up of a grey brown loamy clay with inclusions of stones, pebbles and flints. No finds were found.
- 2.10 Natural (5), exposed in the base of the trench, was made up of mixed blue/grey clays and inclusions of stones, pebbles and flints. The geology here is mapped as Boulder Clay (British Geological Survey Sheet 202, Towcester).

3. CONCLUSION

- 3.1 The bank and ditch possibly represents a woodland boundary, but no evidence of its date of construction was found. The ditch currently holds water and still functions as a drain, so it can be assumed that it has been cleaned out at intervals in the recent past.
- 3.2 The bank survives as a low feature, but has been relatively severely denuded in this zone, possibly from the construction of the present A43 and management of the woodland here. The feature survives better further away from the road.
- 3.3 It is probably activity within the woodland fringes associated with the construction and maintenance of the existing road and woodland management which accounts for the rutting and disturbance of the ground to the north-east of the bank.

LIST OF ILLUSTRATIONS

- Fig. 1 Site Location
- Fig. 2 Trench Location
- Fig. 3 Trench Section

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North West

South East

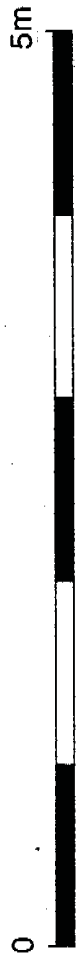
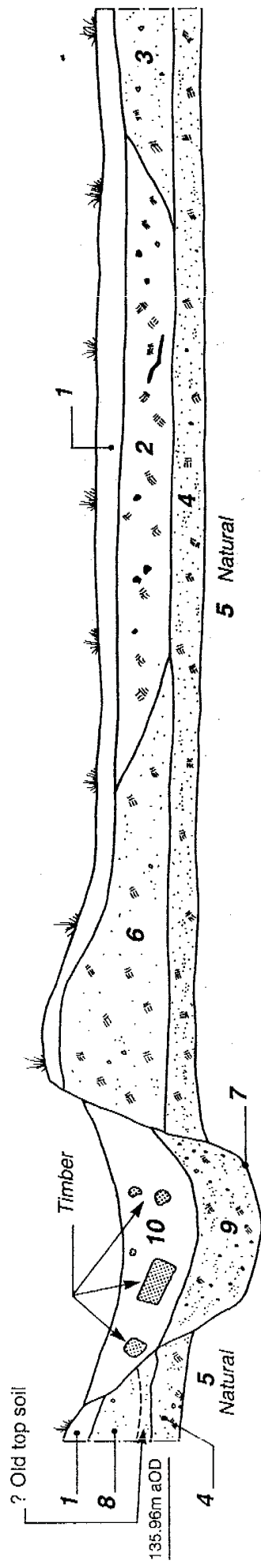
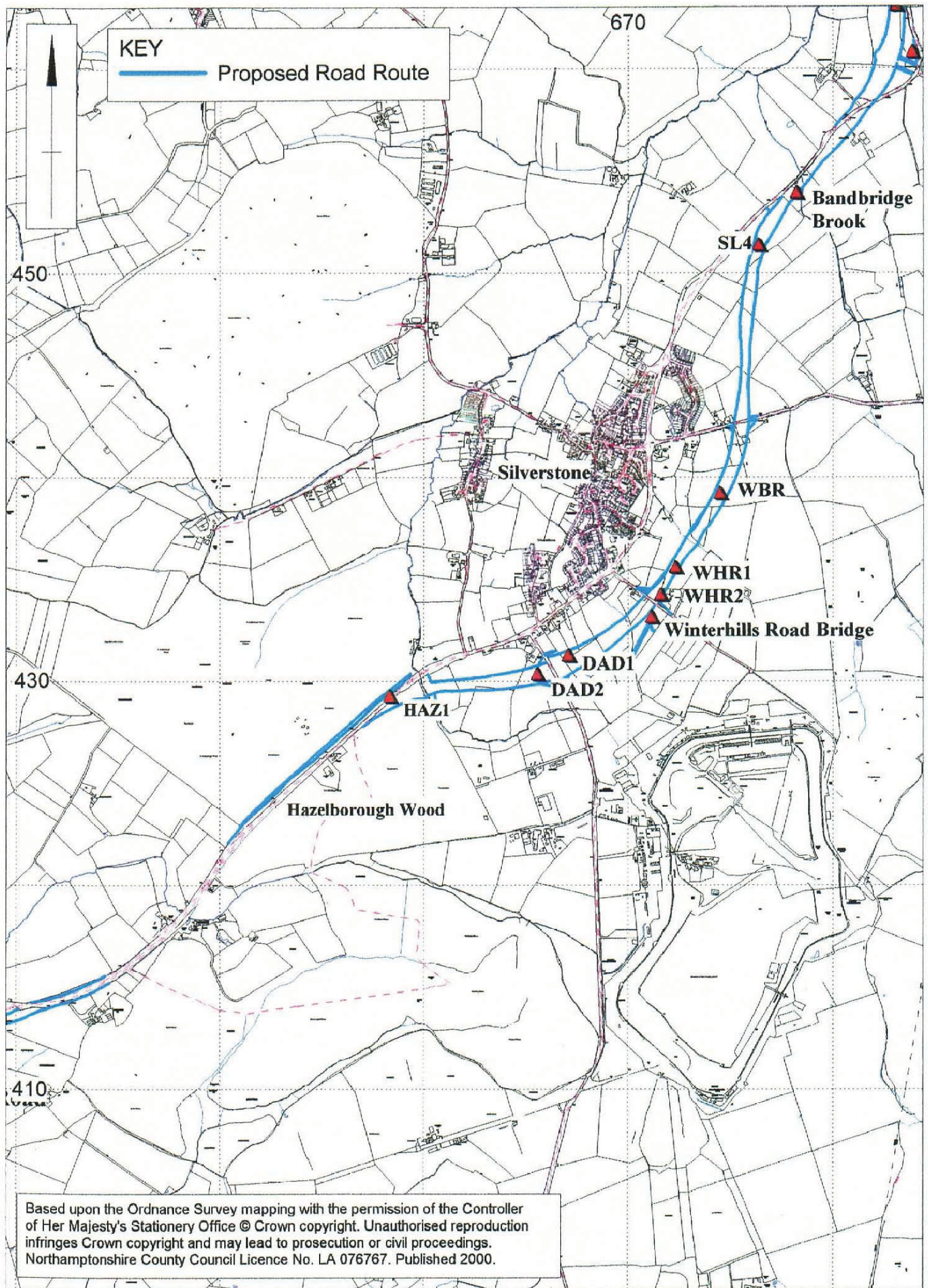
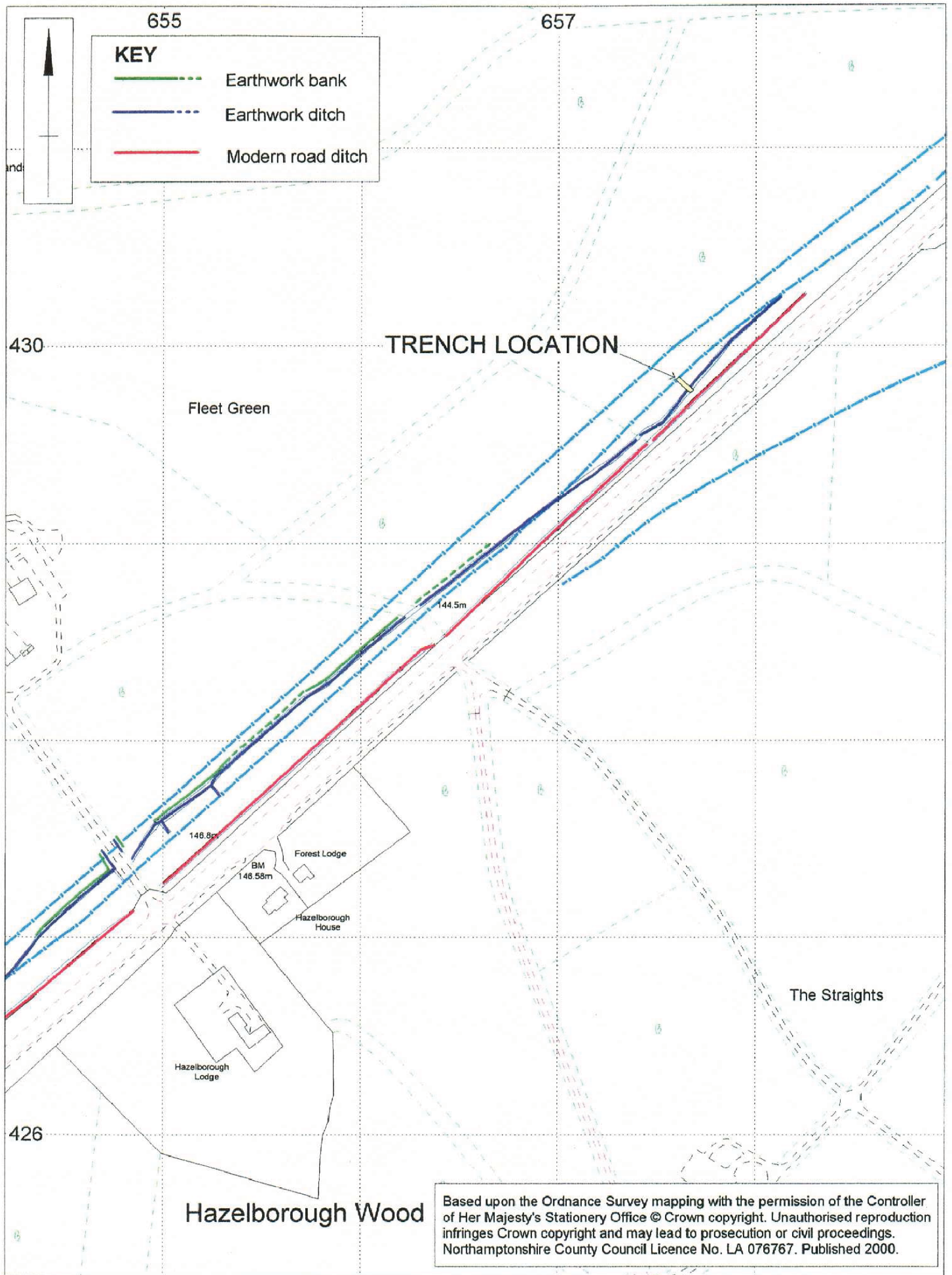


Fig. 3



Scale = 1:25,000
Fig. 1



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Scale = 1:2500
Fig. 2