



LINDSEY ARCHAEOLOGICAL SERVICES

**Ingoldsby to Pickworth
Mains Replacement Scheme
Archaeological Monitoring in Lenton, Keisby and
Osgodby**

NGR: TF 024 302 - 055 310
Site Code: IMR 98
LCNCC Museum Accn. No. 208.98

Report prepared for
Anglian Water Services Ltd

LAS Report No. 358

May 1999

Lincolnshire County Council
Archaeology Section
21 MAY 99
ack 21/5/99

EVENT L14380

SOURCE L18966 L18967

RELATIVE

Quantity

Number of Figures and Pages

Year

Month

Day

Time

Location

Latitude

Longitude

Altitude

Temperature

Contents

Lists of Figures and Plates

Summary	1
Introduction	1
The Watching Brief:	
A) Lenton Village	1
B) Hanby	1
C) Lenton-Pickworth Road	2
D) Pickworth Airfield	4
Acknowledgements	4
Archive Summary	4

Figures

- Fig. 1** Location of the Ingoldsby/Pickworth Scheme (Inset C based on the 1990 Ordnance Survey 1:50,000 map; © Crown Copyright, reproduced with the permission of the Controller of HMSO. LAS Licence No. AL 50424A).
- Fig. 2** Lenton Village: positions of the trenches (based on the 1:1,250 plan dwg. no. 9721901/7 supplied by Anglian Water Services; © Crown Copyright, reproduced at reduced scale with the permission of the Controller of HMSO. LAS Licence No. AL 50424A).
- Fig. 3** Hanby: the route of the monitored trench (based on the 1:1,250 plan dwg. no. 9721907/5 supplied by Anglian Water Services; © Crown Copyright, reproduced at reduced scale with the permission of the Controller of HMSO. LAS Licence No. AL 50424A).
- Fig. 4** Lenton-Pickworth Road: the monitored trenches (based on the 1:1,250 plan dwg. no. 9721907/2 supplied by Anglian Water Services; © Crown Copyright, reproduced at reduced scale with the permission of the Controller of HMSO. LAS Licence No. AL 50424A).
- Fig. 5** Pickworth Airfield: plan showing the route of the new main and positions of the observations (based on the 1:1,250 plan dwg. no. 9721907/4 supplied by Anglian Water Services; © Crown Copyright, reproduced at reduced scale with the permission of the Controller of HMSO. LAS Licence No. AL 50424A).

Plates

- PI. 1 View along the supposed alignment of King Steet, to south of the poultry farm, Hanby. The position of the trench and road crossing are evident (looking south).
- PI. 2 Position of the trench near the poultry farm, Hanby (looking north).
- PI. 3 Limestone pieces in the trench spoil, interpreted as post-medieval of a former watercourse.
- PI. 4 The natural depression south of Dial Cottage (looking south).
- PI. 5 Grey clay in the trench south of Dial Cottage.
- PI. 6 The track to Hanby Grange Farm crosses north-south ridges which might reflect the actual course of King Street (looking east).
- PI. 7 Position of Trench 2, Lenton-Pickworth Road. No certain sign of the Roman road was evident at ground level in the adjacent fields (looking NE).
- PI. 8 Position of Trench 3, Lenton-Pickworth Road. The JCB is beside the footpath; the Roman road is thought to cross between these points (looking SW).
- PI. 9 Post-medieval road foundation above clay, Trench 3, Lenton-Pickworth Road.
- PI. 10 Trench 2, Pickworth Airfield (looking NE). The verge beside the airfield road appears to have been extended over a backfilled field ditch; the existing ditch may be of wartime date.

**Ingoldsby to Pickworth
Mains Replacement Scheme
Archaeological Monitoring in Lenton, Keisby and Osgodby**

NGR: TF 024 302 - 055 310

Site Code: IMR 98

LCNCC Museum Accn. No. 208.98

Summary

No evidence for a metalled Roman road was observed at either of two points where the supposed alignment of King Street was crossed by the new water main. A single handmade but undateable pottery sherd was found within the vicinity of a deserted village site documented as Little Lavington.

Introduction

Lindsey Archaeological Services (LAS) was commissioned by Anglian Water Services Ltd. in September 1998 to conduct a watching brief of trenching for a replacement water main at four locations within the parish of Lenton, Keisby and Osgodby (Fig. 1). The archaeological monitoring had been requested by Lincolnshire County Council Archaeology Section.

11 monitoring visits by the author were made during the period February to May 1999.

The Watching Brief:

A) Lenton Village (Fig. 2)

The route of the main through the village of Lenton was directionally drilled without archaeological monitoring, as the result of an oversight. Inspection of the road showed that the backfilled access trenches were mostly positioned in the centre of the road, apart from a length of trench opposite St. Peter's Church.

B) Hanby (Fig. 3)

The Ordnance Survey mark a 1km straight section of modern road at Hanby as of Roman origin, and project its course across farmland to the south as far as Hanthorpe, 3km NW of Bourne. To the north of Hanby, the modern road becomes less straight, before a further length past Long Hollow which aims towards Wilsford Heath and then Ancaster.

1. The new main was directionally drilled between an access point west of Western House, as far NE as the bend, where a hole was dug in the NW roadside verge.
2. A 0.35m wide trench was then excavated within the western roadside verge for a distance of 250m NW of 1 (Pl. 1). This revealed clay loam beneath the topsoil, overlying chalky clay.
3. The minor road was crossed with an open-cut narrow trench, revealing that the 0.12m thick tarmac road surface lay above a crushed limestone

deposit 0.18m thick. Beneath this was brown/dark brown clay. The limestone is probably a post-medieval road foundation.

4. The trench then continued 250m to the NW in the eastern roadside verge, exposing a yellow/brown clay loam beneath the topsoil, sealing a grey clay (Pl. 2). The grey clay appeared to be the result of waterlogging, perhaps in a former pond, watercourse or ditch.

5. 17m south of the entrance to the poultry farm, the orange clay loam subsoil varied from 0.2m to 0.6m in depth, and covered flat thin pieces of limestone (Pl. 3). These were interpreted as hardcore introduced to backfill the former depression where a small watercourse flows.

6. Opposite Dial Cottage, and south of the track to Hanby Grange Farm, further signs of the consolidated watercourse or pond were seen (Pls. 4 and 5). The topsoil covered 0.2m of brown loam, above 0.25m of flint, sandstone, limestone and mortared brick rubble. Beneath this the trench exposed blue clay, becoming grey slightly to the north.

7. At the northern limit of the monitored trench, the remains of rubble were evident in and below the topsoil. This was demolition material associated with buildings which previously stood in the adjacent field to the east, and are shown on recent Ordnance Survey maps.

8. No obvious sign of Roman road metalling or flanking ditches was seen within any of the trenches dug for the new main. It was observed that the track to the east of the road, leading to Hanby Grange Farm, crossed slight north-south aligned ridges between the road and the farm (Pl. 6). Although any of these might possibly prove to be the course of the Roman road, all may be naturally formed undulations.

Conclusion

The watching brief identified a crushed limestone road foundation 0.18m thick, beneath the 0.12m thick tarmac surface, and this was interpreted as a post-medieval road surface. There were no signs of a Roman metalled road and it was therefore not possible to confirm the traditionally accepted alignment. Close to Dial Cottage, the modern road enters a dip, with a small watercourse and waterlogged ground in the eastern verge. This natural feature would have required more metalling and its absence suggests that this is not on the alignment of a Roman road.

C) Lenton- Pickworth Road (Fig. 4)

The replacement water main was directionally drilled along the southern edge of the Lenton - Pickworth road, SW of Grange Farm, and a distance of about 350m was monitored as requested (Fig. 3). The specified length lay either side of a footpath across the field to the south, thought to coincide with the projected alignment of the Roman road King Street. Moling access trenches were excavated at intervals of 50m or 100m as required; four trenches were monitored. Numbers were assigned by LAS for recording purposes.

Trench 1 The first trench inspected was SW of the suspected Roman road crossing, and in a dip close to a small roadside stream. It provided information about road foundation materials and underlying soils which could be compared with those found on the road alignment.

The modern tarmac surface overlay a layer of stones which appeared to be post-medieval road construction. A thin layer of gravel beneath this may have been a medieval road surface or a natural deposit associated with the adjacent watercourse. The gravel covered undisturbed clay.

Trench 2 This trench was 32m SW of the footpath, and was the closest hole west of the anticipated Roman road (Pl. 7). There was a remote possibility that this would expose road metalling or roadside features such as a ditch.

The 0.15m thick tarmac road surface sealed a 0.18m thick road construction layer of stones and pebbles. Beneath this was 0.2m of gravel within a yellow clay loam matrix, similar to that seen at 1 near the stream. Below the gravel was 0.5m of yellow/brown clay, with a mixture of chalk and sandy clay at the trench base.

Trench 3 This trench was 70m NE of the footpath, further from the projected alignment than 2 (Pl. 8). The same sequence was present as in the two previous trenches (Pl. 9).

Trench 4 This trench was 100m NE of 3 and revealed nothing of archaeological significance.

Conclusion

No archaeological features were exposed in the trenches along this section of the monitored works except for the metalled surfaces assumed to be the post-medieval metalling pre-dating the modern tarmac road. Nothing was seen which appeared to be of Roman date. The position of the trenches means that the projected road alignment here can be neither confirmed or rejected.

D) Pickworth Airfield (Fig. 5)

The new main was laid across a part of the former airfield suspected to overlie the deserted village site of Little Lavington. A single sherd of locally produced, handmade but undateable pottery was found in the topsoil disturbed by the trenching machine at **1**, close to a modern farmyard at the centre of the monitored section. The sherd is unlikely to be of Saxon date.

The NE-SW section of the new main was directionally drilled in the northern verge of the concrete airfield road. All the monitored trenches revealed rubble associated with either ground consolidation for the airfield or demolition material. The only anomalous findings were in trenches **2** and **3**, where the rubble overlay dark grey/brown clay 0.2m thick above the undisturbed yellow/brown clay. The grey clay was restricted to the southern side of the trenches and was interpreted as the natural silting of a field boundary ditch of unknown date but predating the airfield. It seems probable that the concrete road was sited alongside a field boundary but its verges were later extended across the ditch with the present drainage ditch then excavated to the north (Pl. 10).

A 0.3m wide, 0.9m deep continuous trench was excavated by trenching machine and JCB along the verge beside the airfield road to the NW of **1**. Again, this encountered rubble associated with the airfield. In the dip close to springs, the topsoil overlay buff clay on top of grey/brown clay.

Conclusion

No evidence was found of a deserted medieval settlement in this part of the airfield.

Acknowledgements

LAS is grateful to Anglian Water Services (especially Julie Bakewell and Mick Mason) for their co-operation. The site contractors on this project were AHLCo Ltd, assisted by AMS (No-Dig Moling). The pottery sherd from the vicinity of Little Lavington deserted settlement was examined by Jane Young and Maggi Darling.

Geoff Tann
Lindsey Archaeological Services
12th May 1999

Archive Summary

This project (LAS Report No. 358: Ingoldsby to Pickworth) is archived together with LAS Report Nos. 356 (Bassingthorpe Reservoir to Ingoldsby) and 357 (Bitchfield to Burton Coggles).

Anglian Water Services plans

Anglian Water Services plans: annotated photocopies

Photographs: colour prints, LAS film nos. 99/15/19-33; 99/17/13-15, 19-23, 27

1 sherd pottery

Correspondence

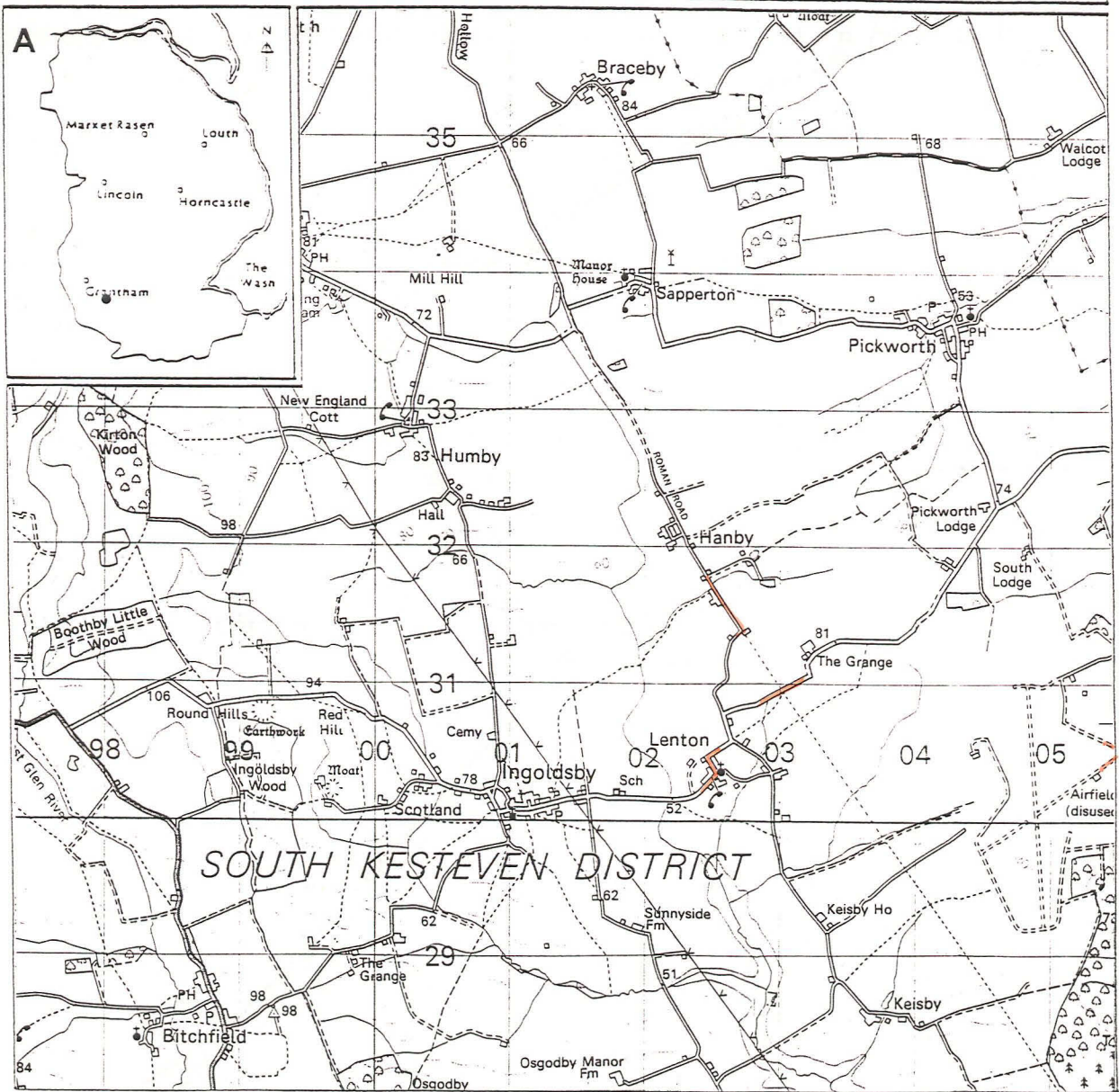
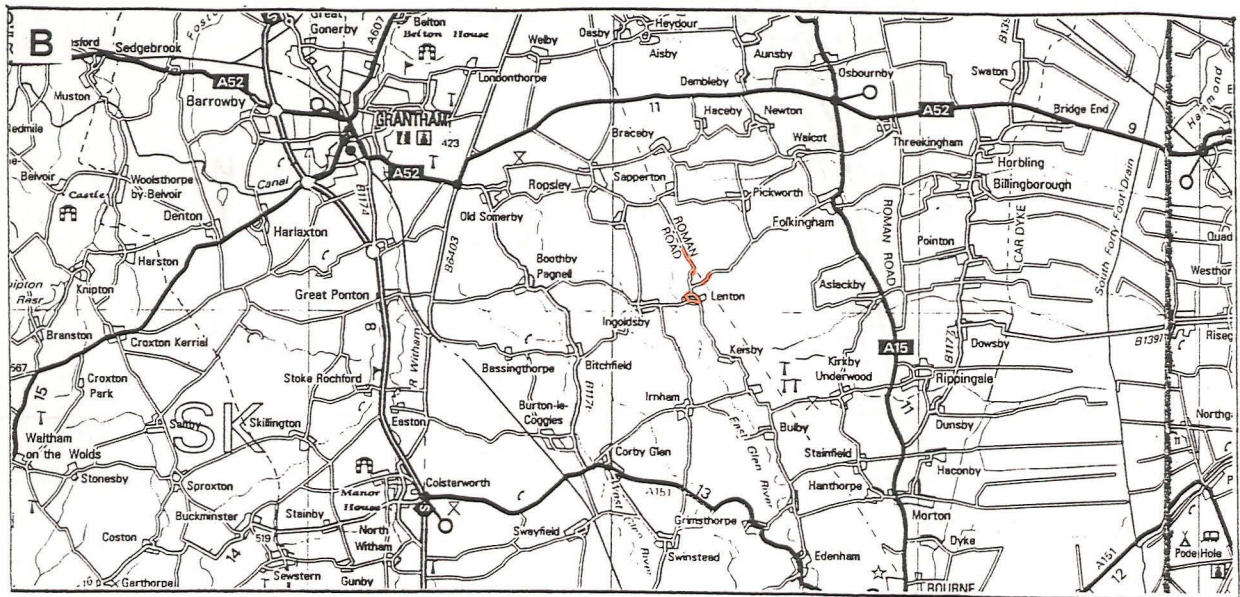


Fig. 1 Location of the Ingoldsby/Pickworth Scheme (Inset C based on the 1990 Ordnance Survey 1:50,000 map; © Crown Copyright, reproduced with the permission of the Controller of HMSO. LAS Licence No. AL 50424A).

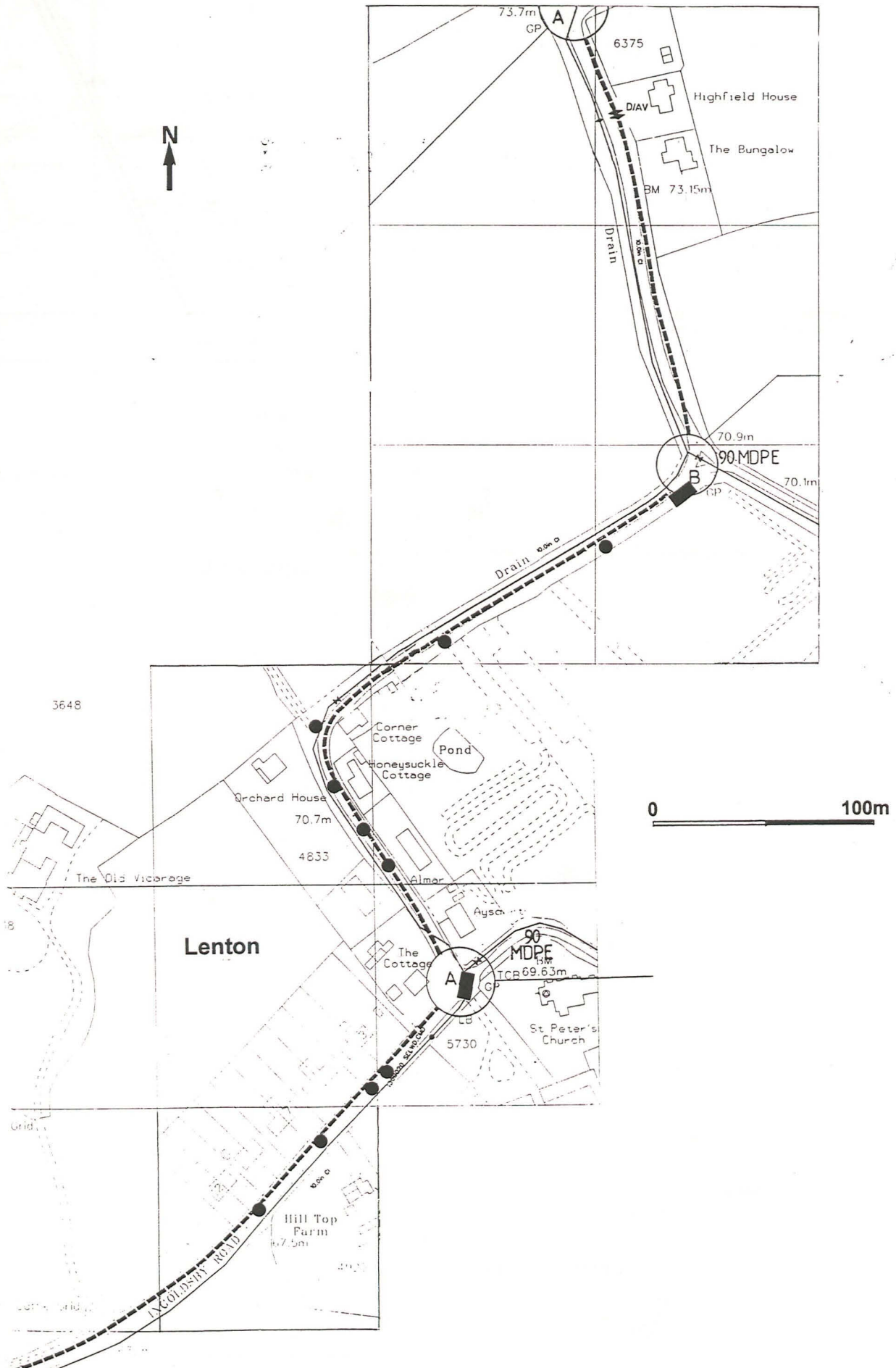


Fig. 2 Lenton Village: positions of the trenches (based on the 1:1,250 plan dwg. no. 9721901/7 supplied by Anglian Water Services; © Crown Copyright, reproduced at reduced scale with the permission of the Controller of HMSO. LAS Licence No. AL 50424A).

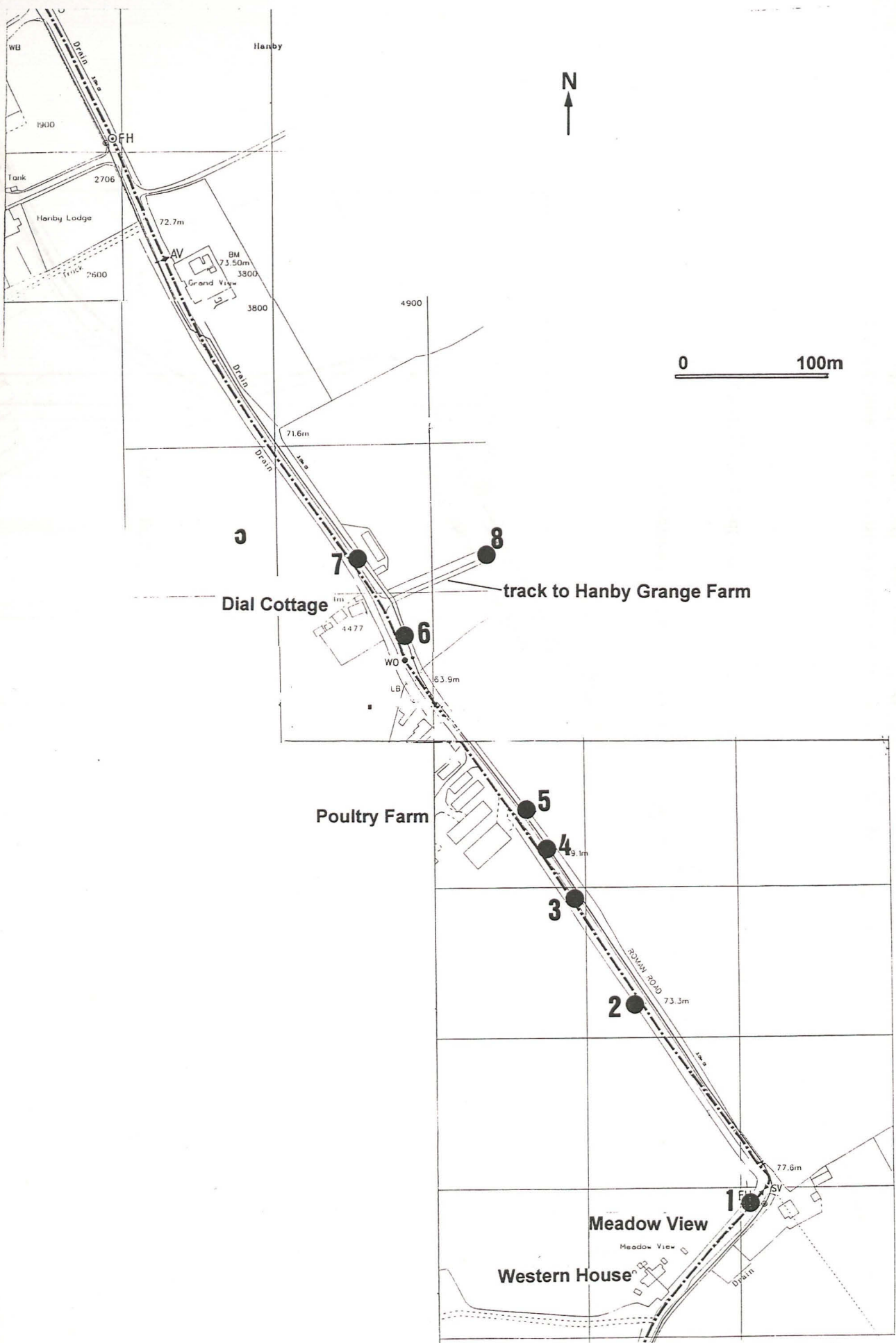


Fig. 3 Hanby: the route of the monitored trench (based on the 1:1,250 plan dwg. no. 9721907/5 supplied by Anglian Water Services; © Crown Copyright, reproduced at reduced scale with permission of the Controller of HMSO. LAS Licence No. AL 50424A).

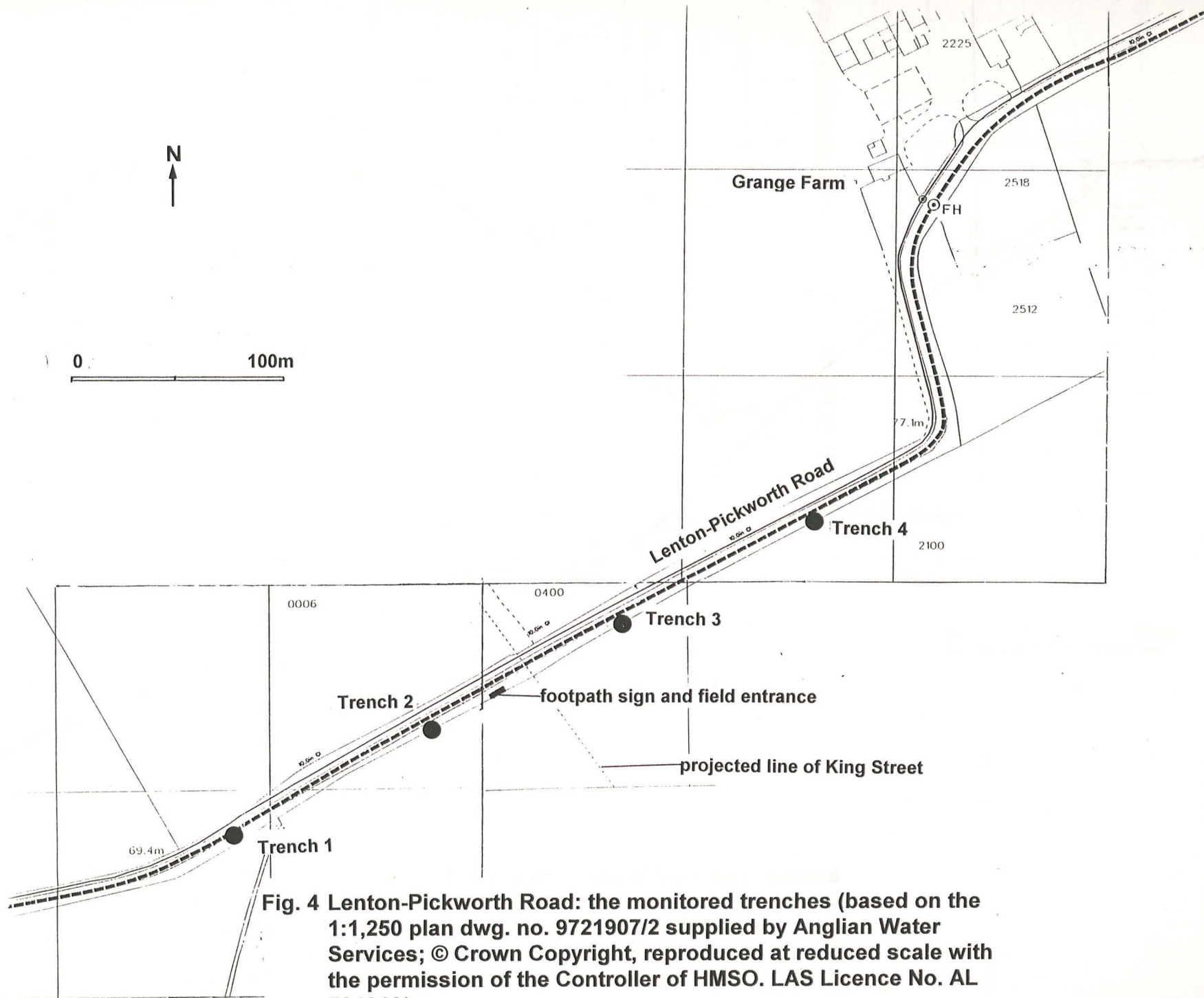


Fig. 4 Lenton-Pickworth Road: the monitored trenches (based on the 1:1,250 plan dwg. no. 9721907/2 supplied by Anglian Water Services; © Crown Copyright, reproduced at reduced scale with the permission of the Controller of HMSO. LAS Licence No. AL 50424A).

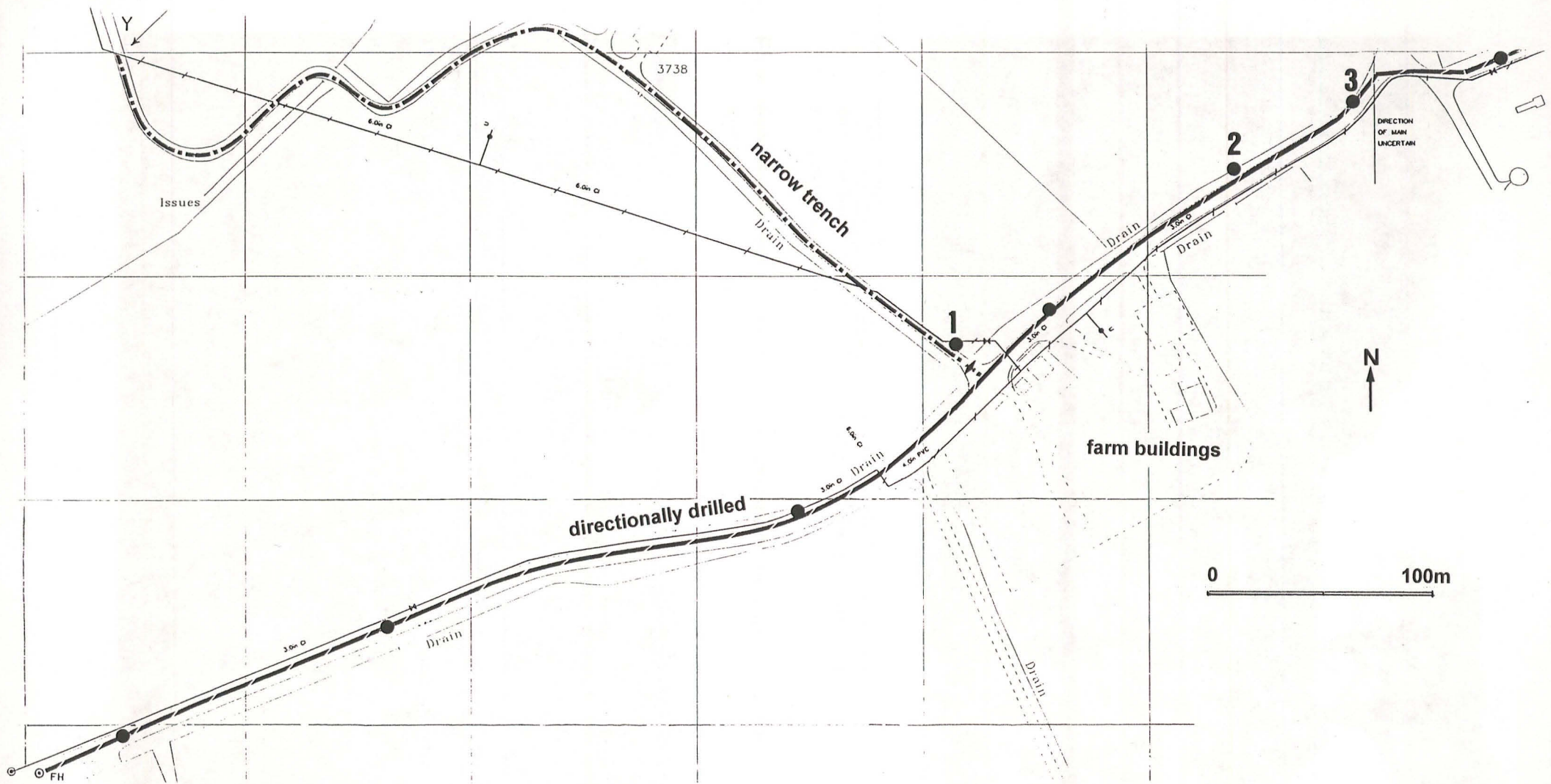


Fig. 5 Pickworth Airfield: plan showing the route of the new main and positions of the observations (based on the 1:1,250 plan dwg. no. 9721907/4 supplied by Anglian Water Services; © Crown Copyright, reproduced at reduced scale with the permission of the Controller of HMSO. LAS Licence No. AL 50424A).



Pl. 1 View along the supposed alignment of King Steet, to south of the poultry farm, Hanby. The position of the trench and road crossing are evident (looking south).

Pl. 2 Position of the trench near the poultry farm, Hanby (looking north).





Pl. 3 Limestone pieces in the trench spoil, interpreted as post-medieval consolidation of a former watercourse.

Pl. 4 The natural depression south of Dial Cottage (looking south).





Pl. 5 Grey clay in the trench south of Dial Cottage.

Pl. 6 The track to Hanby Grange Farm crosses north-south ridges which might reflect the actual course of King Street (looking east).





Pl. 7 Position of Trench 2, Lenton-Pickworth Road. No certain sign of the Roman road was evident at ground level in the adjacent fields (looking NE).



Pl. 8 Position of Trench 3, Lenton-Pickworth Road. The JCB is beside the footpath; the Roman road is thought to cross between these points (looking SW).

Pl. 9 Post-medieval road foundation above clay, Trench 3, Lenton-Pickworth Road.





Pl. 10 Trench 2, Pickworth Airfield (looking NE). The verge beside the airfield road appears to have been extended over a backfilled field ditch; the existing ditch may be of wartime date.