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Appendix 1: Excavation Schedule

0011

**ARCHAEOLOGICAL WATCHING BRIEF REPORT  
LAND OFF ST MARTINS WAY, ANCASTER, LINCOLNSHIRE**

Site Code: MWA99  
LCNCC Acc No. 318.99  
NGR: TF 98427 44405

Illustrations

- Fig. 1: Site location (1:10,000)
- Fig. 2: Site location (1:500)
- Fig. 3: Plan of development layout, highlighting areas of archaeological interest

Report prepared for Mr D Evans (Builder)  
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Appendix 1 Colour photographs

### Illustrations

**Fig. 1:** Site location (1:10,000)

**Fig. 2:** Site location (1:1000)

**Fig. 3** Plan of development footprint, incorporating areas of disturbance and alignment of former station boundary wall (1:100)

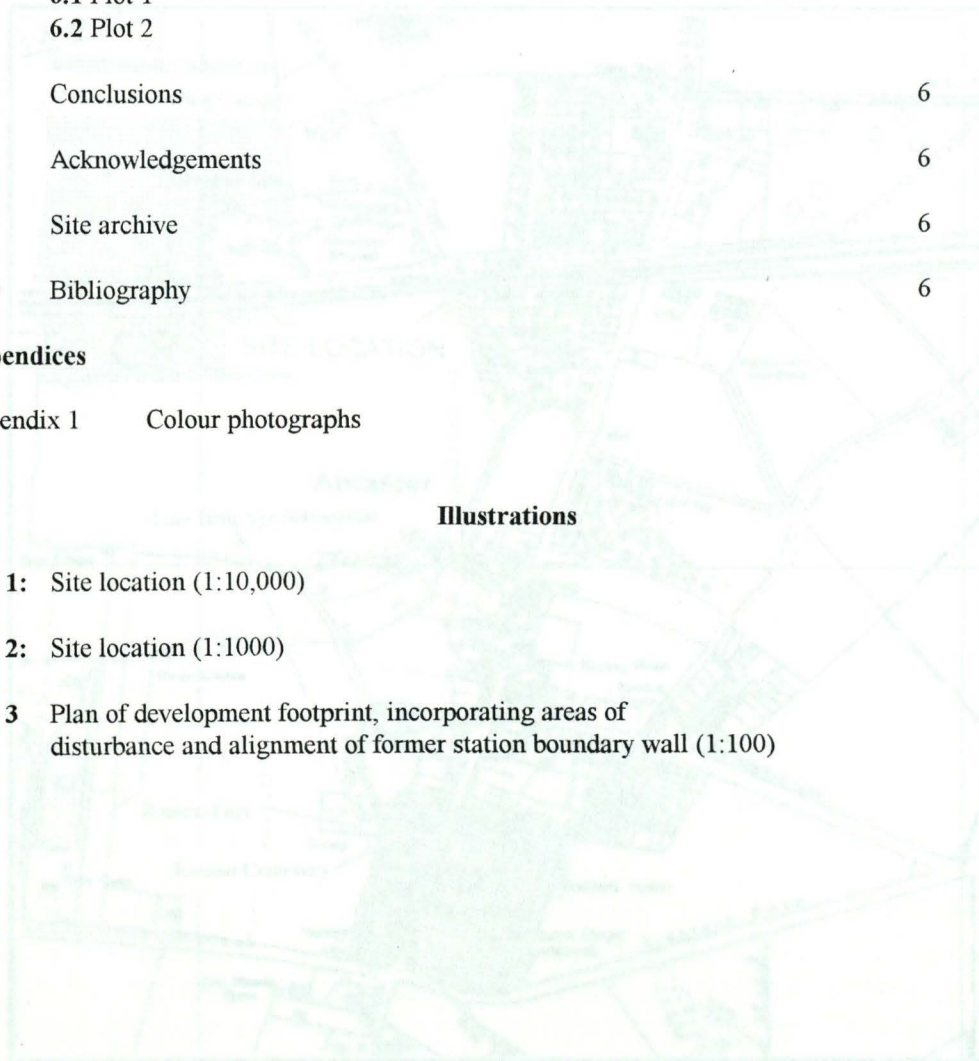


Figure 1. 1:10,000 map section showing location of development.  
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## 1.0 Introduction

### Summary

- During the groundwork's for two bungalows and attached garages, a watching brief took place on land between the railway station and St Martins Way, Ancaster, Lincolnshire.
- The two plots were found to contain very little archaeology, excluding relatively modern quarry pits and features relating to the Central Railway.
- Finds included a piece of modern tile and several fragments of Victorian brick, recovered from a quarry in plot 1.

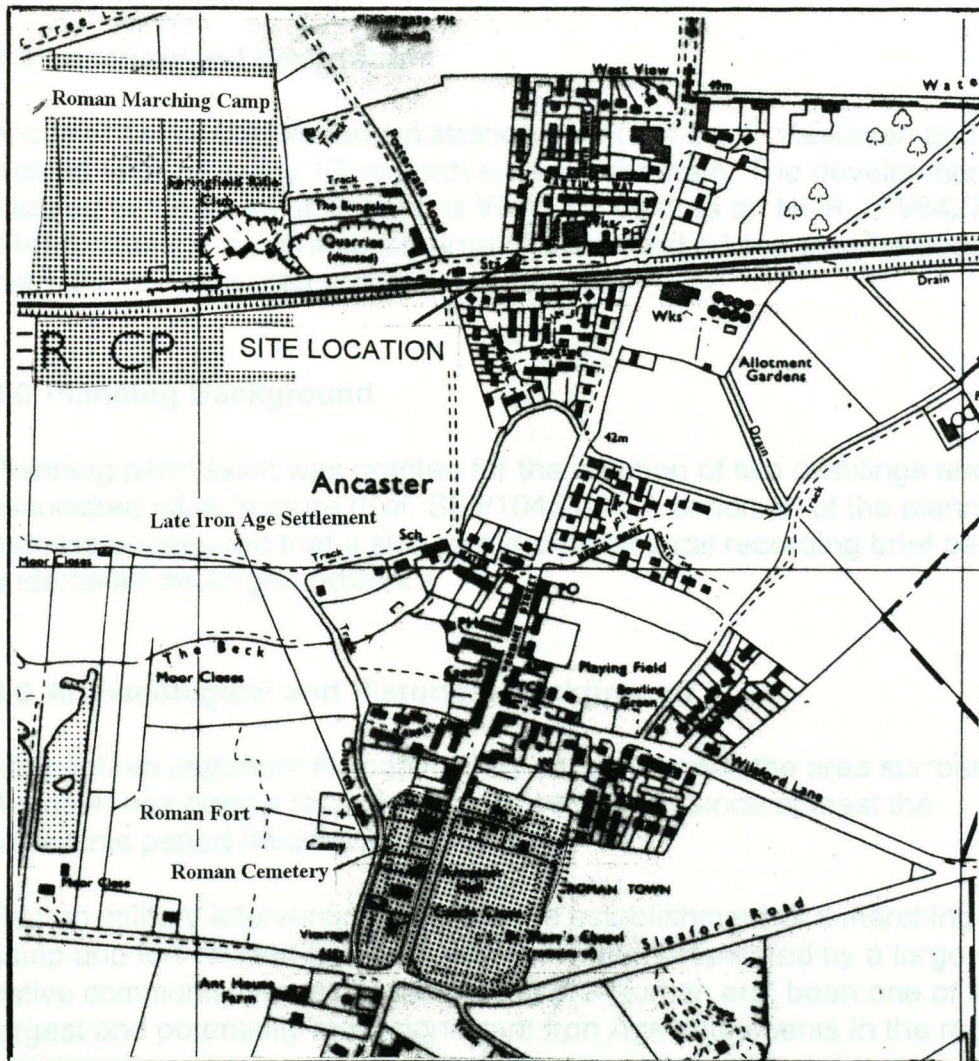


Figure 1. 1:10,000 map section showing location of development.  
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## 1.0 Introduction

An archaeological watching brief was commissioned by Mr D Evans to fulfil a planning requirement associated with the construction of two bungalows and attached garages.

The brief was conducted in accordance with the guidelines set out in the Lincolnshire County Council Archaeology Section publication *Lincolnshire Archaeological Handbook: A manual of Archaeological Practice (1998)*, and it was based on the requirement of an Archaeological Project Brief issued by the Community Archaeologist for South Kesteven. A specification prepared by Pre-Construct Archaeology (Lincoln) was accepted by the Community Archaeologist and the client, and this document was the basis of the contract.

## 2.0 Location and description

Ancaster falls within the administration district of South Kesteven and is located approximately 10km north east of Grantham. The development is situated to the south of St Martins Way and centres on NGR TF98427 44405. The site is currently an area of wasteland adjacent to the access road and car park area to the railway station.

## 3.0 Planning Background

Planning permission was granted for the erection of two dwellings and associated infrastructure (Ref. S99/1045/02). A condition of the planning permission required that a standard archaeological recording brief be undertaken on all groundwork's.

## 4.0 Archaeological and Historical Background

Although an important Roman military establishment, the area surrounding Ancaster has been a focus for human settlement since at least the Mesolithic period (Middle Stone Age).

Roman military intervention involved the establishment of a marching camp and fort on land that had previously been populated by a large native community. Ancaster had, in the pre-Roman era, been one of the largest and potentially most significant Iron Age settlements in the region.

Recent investigations have served to demonstrate that settlement in the Romano-British period was extensive. However the total size of the settlement has never been clarified.

During the 1980s significant remains were unearthed when groundworks were undertaken prior to the construction of bungalows in 'Roman Way'. Which lies only a short distance from the current site.

The development is approximately 100m west of Ermine Street and a short distance east of the former Roman Marching Camp (which has since been Scheduled under the *Ancient Monuments Archaeological Areas Act* 1979. This temporary fortification was built by the Roman army during the early conquest of lowland Britain.

In view of this background, there was a possibility that the current development would expose and/or disturb important archaeological remains relating to the use of the area in the Roman or earlier periods.

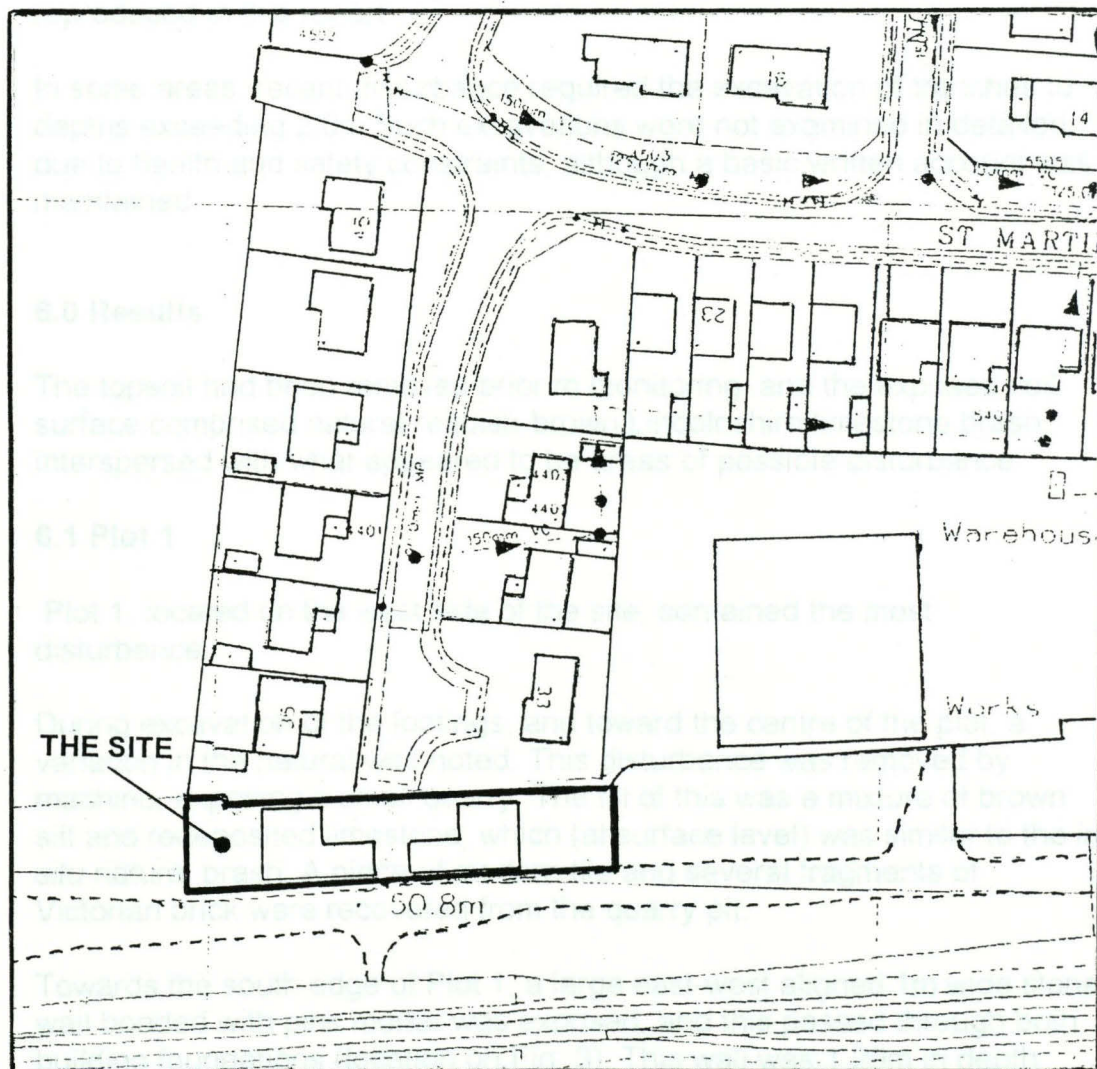


Figure 2. Plan of development site in relation to St Martins Way and Ancaster Railway Station  
Scale 1:1000

## 5.0 Methodology

The watching brief was undertaken by the writer on the 20<sup>th</sup> and 21<sup>st</sup> of December 1999.

The footings were excavated by a mechanical excavator, using a 0.60m toothed bucket attached to a back actor. The soil was removed to another part of the site.

The fieldwork element consisted of archaeological observation of all section and plan surfaces during excavation. Any disturbance to the subsoil was recorded on standard context record sheets, and scale drawings were prepared as appropriate. A series of colour photographs were taken as part of the recording strategy and some of these are reproduced in this report.

In some areas, recent disturbance required the excavation of trenches to depths exceeding 2.0m. Such excavations were not examined in detail due to health and safety constraints, although a basic written account was maintained.

## 6.0 Results

The topsoil had been removed prior to monitoring, and the exposed soil surface comprised natural reddish-brown Lincolnshire limestone brash, interspersed with what appeared to be areas of possible disturbance.

### 6.1 Plot 1

Plot 1, located on the west side of the site, contained the most disturbance.

During excavation of the footings, and toward the centre of the plot, a variation in the natural was noted. This disturbance was removed by machine, exposing a small quarry. The fill of this was a mixture of brown silt and redeposited limestone, which (at surface level) was similar to the *in situ* natural brash. A piece of modern tile and several fragments of Victorian brick were recovered from the quarry pit.

Towards the south edge of Plot 1, a large east-west aligned 1m wide stone wall bonded with pink mortar was exposed, and this passed through both building foundations (location on Fig. 3). This wall was 1.29m in depth.

To the south of the Wall the machine exposed part of a surface consisting of fragmented concrete and limestone.

The wall and surface had been part of the railway boundary wall and marshalling yard. Locals recall seeing this prior to its demolition in the current century. Part of the wall still survives above ground and may be found in thick undergrowth at the side of Nettleberries Pine Warehouse, west of the development.

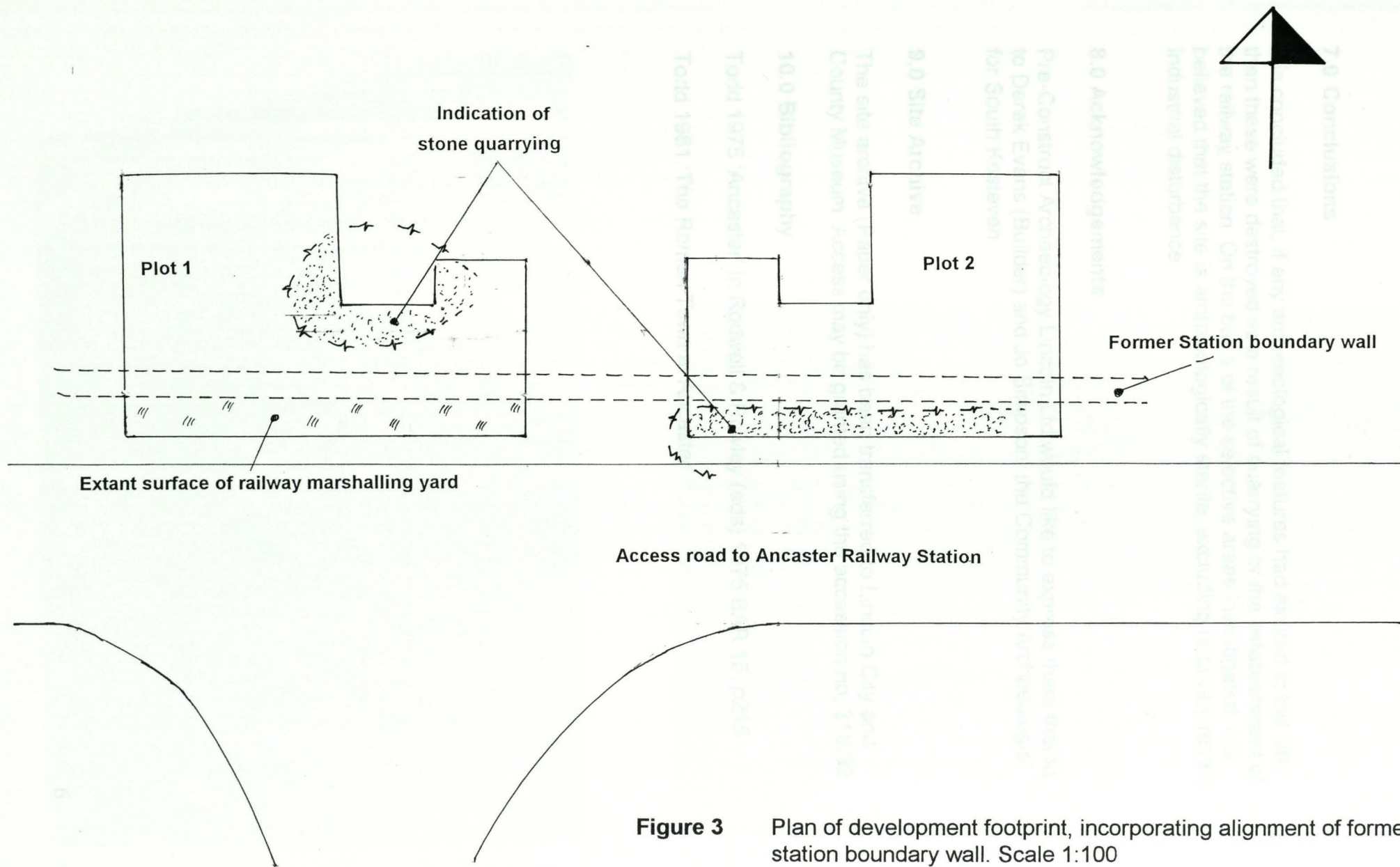
## 6.2 Plot 2

The east plot incorporated less disturbance than Plot 1. The limestone natural remained undisturbed, except for a continuation of the railway boundary wall that was exposed in Plot 1. Slightly south of the wall, another possible quarry was noted during footing excavations and this was approximately 2m deep.

No other areas of disturbance were exposed within the footprint.



Figure 3 Plan of development footprints, incorporating appropriate landscaping and boundary wall. Scale 1:100



**Figure 3** Plan of development footprint, incorporating alignment of former station boundary wall. Scale 1:100



## **7.0 Conclusions**

It is concluded that, if any archaeological features had existed at the site, then these were destroyed as a result of quarrying or the establishment of the railway station. On the basis of the selective areas investigated, it is believed that the site is archaeologically sterile, excluding relatively recent Industrial disturbance.

## **8.0 Acknowledgements**

Pre-Construct Archaeology Lincoln Ltd would like to express there thanks to Derek Evans (Builder) and Jo Simpson, the Community Archaeologist for South Kesteven.

## **9.0 Site Archive**

The site archive (Paper only) has been transferred to Lincoln City and County Museum. Access may be granted using the accession no, 318.99

## **10.0 Bibliography**

Todd 1975 'Ancaster' In Rodwell & Rowley (eds) 1975 BAR 15, p215

Todd 1981 'The Roman Town at Ancaster

Appendix 1 Colour photographs



P1. Former railway boundary wall exposed in Plot 1



P2. The same wall, surviving above modern ground level to the east of the site



P3. General view during excavations for Plot 2, looking north-east