

PRE-CONSTRUCT ARCHAEOLOGY L I N C O L N

CENTRAL LINCOLNSHIRE TRUNK MAIN. PHASE III ARCHAEOLOGICAL WATCHING BRIEF REPORT

Site Code: CLTM02
NGR: SK 9915 to 5176 - sk 992
TF 9755 4146

Planning Ref. N/A
Accession No. 2002.256



Event L13617
Source L18334
L18335
Mon L160638
60638

**CENTRAL LINCOLNSHIRE
TRUNK MAIN. PHASE III
ARCHAEOLOGICAL
WATCHING BRIEF REPORT**

Site Code: CLTM02
NGR: SK 9915 to 5176 - SK 9927 - 5331
~~TF 9755 4146~~
Planning Ref. N/A
Accession No. 2002.256

Welbourne & Leadenham parish

Report prepared for Anglian Water services Ltd.
by
Alex Brett

Pre-Construct Archaeology (Lincoln)
61 High Street
Newton on Trent
Lincoln
LN1 2JP
Tel. & Fax. 01777 228155

December 2002

Conservation
Services

10 DEC 2002

Highways & Planning
Directorate

Contents

	Summary	
1.0	Introduction	1
2.0	Site location and description	1
3.0	Planning background	1
4.0	Archaeological and historical background	2
5.0	Methodology	3
6.0	Results	4
7.0	Discussion and conclusions	6
8.0	Effectiveness of methodology	7
9.0	Acknowledgements	7
10.0	References	8
11.0	Site archive	8

Illustrations

- Fig. 1:** Site location (1:25,000).
Fig. 2: Close-up of pipeline (1:10,000).
Fig. 3: Close-up of north end of pipeline showing pits 1-2a.
Fig. 4: Section from pit 1.
Fig. 5: Section from pit 2.
Fig. 6: Close-up of central portion of pipeline showing pits 10 & 11.
Fig. 7: Section from pit 10.
Fig. 8: Section from pit 11.
Fig. 9: Close-up of showing pit 13.
Fig. 10: Section from pit 13.
Fig. 11: Close-up of south end of pipeline showing pits 15-17.
Fig. 12: Pit 15 close-up.
Fig. 13: North facing section from pit 15.
Fig. 14: Northwest facing section from pit 15.
Fig. 15: Section from pit 17.
Fig. 16: Section from pit 3.
Fig. 17: Section from pit 4.
Fig. 18: Section from pit 5.
Fig. 19: Section from pit 6.
Fig. 20: Section from pit 7.
Fig. 21: Section from pit 8.
Fig. 22: Section from pit 9.
Fig. 23: Section from pit 12.
Fig. 24: Section from pit 14.
Fig. 25: Section from pit 16.

Appendices

- Appendix 1** Colour plates
Appendix 2 Tile archive
Appendix 3 Pottery report
Appendix 4 List of archaeological contexts

Summary

- *A program of archaeological observation and recording took place during refurbishment of an Anglian Water water main, between Temple Road (Welbourn Heath) and Long Lane (Leadenham Heath).*
- *Eighteen access pits were examined during the course of this investigation, and these exposed a series of limestone and sand deposits. The majority of these were considered to be of natural origin, formed by weathering of the parent Lincolnshire Limestone bedrock.*
- *Deposits interpreted as either road surfaces or make-up layers of road construction were identified in six of the pits. For the most part, these were un-dated, although medieval tile was recovered from one road layer; at the northern end of the route.*

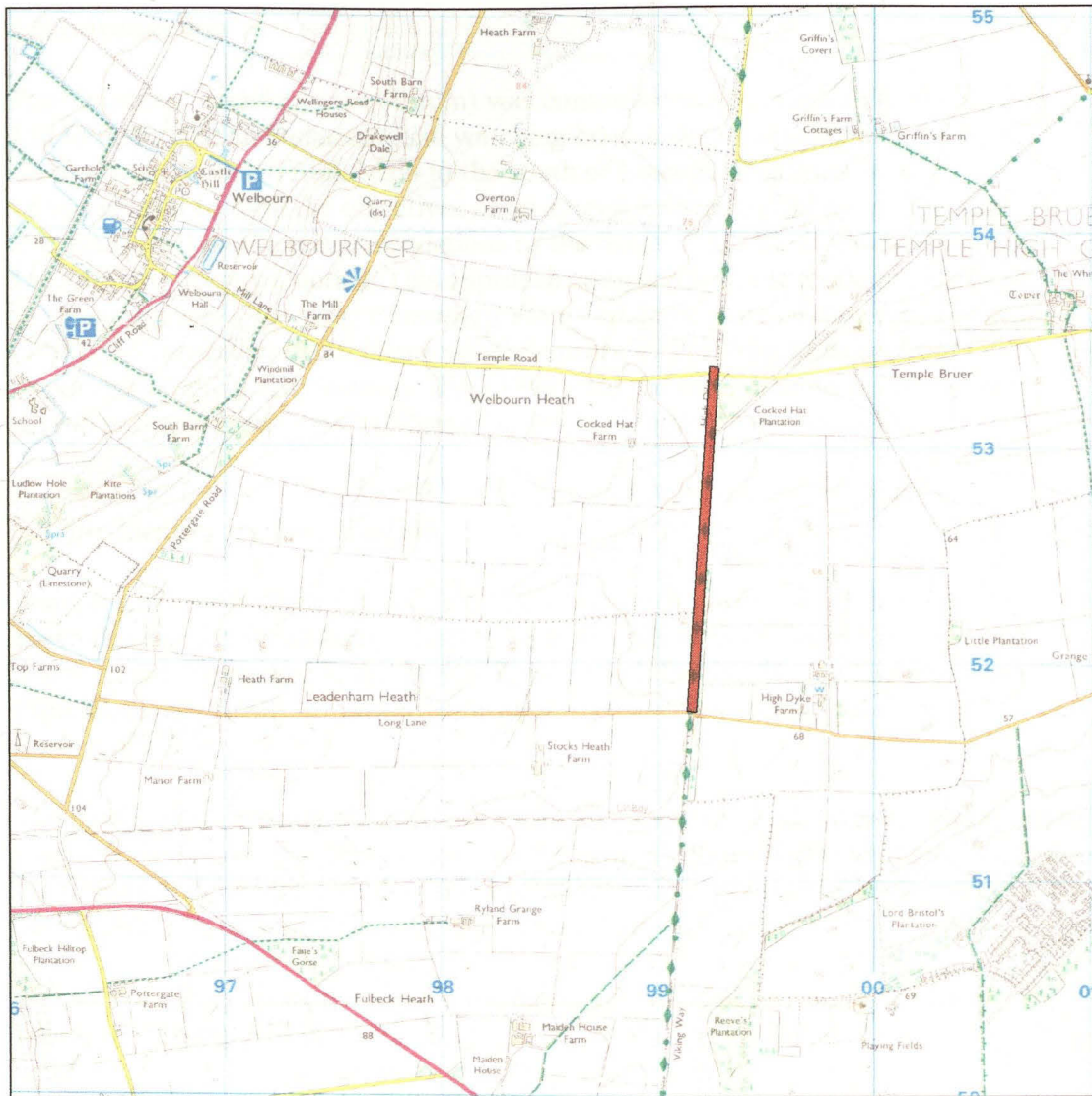


Fig. 1: Plan showing portion of pipeline replaced during phase 3 of works, Temple Road to Long Lane. Summer 2002.
1:25,000
O.S. Copyright License No. AL 515 21 A0001

1.0 Introduction

Pre-Construct Archaeology (Lincoln) was commissioned by Anglian Water Services Ltd to undertake an archaeological watching brief during redevelopment of the Central Lincolnshire Trunk Main to the south of Lincoln. This work was commissioned to fulfil the objectives of an agreed archaeological mitigation strategy that was based on the recommendations of the Senior Built Environment Officer of Lincolnshire County Council. This approach complies with the requirements of *Archaeology and Planning: Planning Policy Guidance Note 16*, Dept. of Environment (1990); *Management of Archaeological Projects*, EH (1991); *Standard and Guidance for Archaeological Excavations*, IFA (1994) and the LCC document *Lincolnshire Archaeological Handbook: A Manual of Archaeological Practice*, 1998.

2.0 Site location and description

The Central Lincolnshire Trunk Main Phase 3 extends north – south for approximately 10.5km through the administrative districts of North Kesteven and South Kesteven, alongside the former Roman road, Ermine Street. The route runs from Welbourn Heath, southwards through Ancaster, terminating at Barkston/Wilsford Heath.

The pipeline that is being replaced lies within the grass verge to the north and south of Ancaster, and under the road area within the town itself, from grid reference SK 9915 5176 to TF 9755 4146. This document is relevant to the section of work carried out during 2002; from Temple Road to Long Lane (see fig. 1)

The solid geology along the route is exclusively Undivided Lincolnshire Limestone, with no overlying drift deposits (BGS 1972).

3.0 Planning background

Anglian Water Services Ltd. are exempt from the normal archaeological planning constraints that are set out in PPG16, and the scope of archaeological works was agreed at a meeting between Lincolnshire County Council Conservation Services, Anglian Water Services Ltd and Pre-Construct Archaeology. (Lincoln) on 9th September 2002. Exact details were set out in a formal project specification prepared by Pre-Construct Archaeology (Lincoln), (Palmer-Brown, 2002).

4.0 Archaeological and historical background

Ermine Street was a supply route, built not long after the Roman conquest of lowland Britain. Its purpose was to rapidly transport troops and provisions northwards to the front lines in the mid-1st century AD. This would have remained its primary function, as a high-speed artery for long distance transport (Frere 1987, 291). It extended from London (*Londinium*) to York (*Eboracum*), crossing the Humber estuary at Winteringham / Brough (*Petvaria*). To the south of Ancaster, King Street extends south-westwards from Ermine Street, joining it again at Water Newton (*Dvrobriuae*), a short distance west of the important campaign fort at Longthorpe.

Although Whitwell suggests that most of the settlements on Ermine Street owe their origin to military posts (Whitwell 1992, 45), closer attention to the pre-existing settlement structure may be worthy of closer attention: "most major centres of Romano-British population were also population centres in the later Iron Age." (May 1984, 18).

Previous fieldwork has been carried out on Ermine Street; for example, at RAF Scampton to the north of Lincoln. This exposed a Roman *agger* approximately 12.3m wide, and 0.75m thick, made up of brown and yellow sandy soil and limestone brash, all derived from local resources. No Romano-British road surface was found (Green and Rahtz, 1959, pp81-86).

A recent section was excavated through Ermine Street, close to its junction with the re-aligned Tillbridge Lane; carried out by P.C.A. over the winter of 2001/2002. This exposed a 0.40m thick series of crushed limestone make-up layers and surfaces, interpreted as Roman and later phases of road construction, (Brett 2002).

A number of sections have been examined to the south of Lincoln. At Navenby, approximately 4.2km north of the current project, a layer of water-rolled quartzite pebbles 50 to 60mm thick was recorded during a watching brief, and this was interpreted as the surface of Ermine Street (Rylatt, 2000). Ermine Street was also sectioned at Coleby Heath, 7.5km north of the current site, exposing a cambered surface *circa* 8.7m wide, and built of compacted limestone chippings (Snee and Palmer-Brown, 1999). 360m north of Coleby Heath, two phases of road construction were identified: a surface 7.5m wide a 15m wide surface and agger. A roadside ditch to the west of the carriageway was also identified (Chowne, 1987).

Unlike many roads that were part of the Romano-British landscape, Ermine Street continued to be of significance beyond the removal of the Roman administration in the early 5th century AD. The Domesday Book records a line of settlements running parallel to Ermine Street, approximately 2-3 km to the east (Roffe, 1993 p34), but the road frontage itself remained sparsely settled: there are relatively few entries within the County Sites and Monuments Record (SMR) within 1500m of the section of Ermine Street that is the subject of this report.

Immediately beyond the north terminal of the Phase III works, to the north of Temple Lane, at least four inhumation burials are known from existing sources (60369, 60370). Although the record of these is minimal, Anglo-Saxon to early medieval brooches were found in this area, along with 41 beads of crystal, amber, jet and glass.

There would appear to have been an Anglo-Saxon to early medieval cemetery adjacent to Ermine Street at the boundary between the parishes of Welbourn and Temple Bruer with Temple High Grange. Cemeteries of this date are often located at the boundaries between parishes, and although the recorded remains occur outside of the Phase III works, the cemetery could extend southwards of Temple Lane (Temple Lane itself extends to Temple Bruer, a preceptory of the Knights Templars founded late in the reign of Henry II).

In January 2002, a Bronze Age bronze axe was reported by a metal detectorist in the Cocked Hat Plantation area; to the immediate north of the pipeline (SK63.16).

5.0 Methodology

Visits were made to the site on 12 occasions in order to observe pits excavated to facilitate re-lining of the pipeline; these were on 20th, 21st, 24th and 28th of June and 1st, 3rd, 5th, 8th, 9th, 22nd and 25th of July 2002. These visits were by Simon Savage, Mark Allen and Alex Brett.

On each visit, (excluding No. 15), pits previously excavated by the contractors were cleaned and examined, and relevant sections were recorded using scale drawings, photographs and pro-forma context sheets.

Given that pit 15 was to cut completely across the line of Ermine Street, this was closely monitored during all associated excavation works so that work could be paused, if necessary, with archaeological deposits then being removed under controlled conditions.

6.0 Results

Possible archaeological remains were exposed in six of the 18 pits examined: 1, 2, 10, 11, 13, and 15.

The mid-grey silty sand topsoil was recorded as (001) in all trenches, and context number (002) was assigned to the non-eroded limestone bedrock. This system broke down for trenches 16 and 17, where (041) and (043) was assigned to the topsoil; (042) and (046) for the bedrock.

Pit 1. (figs 2, 3, 4)

Immediately beneath the topsoil was (003), a deposit of small rounded limestone pieces bonded with light brown silty sand; both materials being derived from the local bedrock. This material formed an even layer and was interpreted on-site as a road surface. Beneath this was (004), a similar deposit with slightly smaller stones which terminated towards the south of the pit. (005) was a mid to dark brown re-deposited soil containing occasional charcoal flecks. This was interpreted as possible up-cast from a roadside ditch that was not observed. A single fragment of medieval tile was recovered from this deposit.

Beneath (005) was (006), a 0.20m thick layer of re-deposited and degraded bedrock containing further medieval tile fragments. This deposit was interpreted as embankment material used to build up the road surface. It sealed (007), a further layer of limestone chippings bonded with limestone sand. It was unclear whether this was a natural or cultural deposit.

Beneath (007), (008) was a deposit of compact slightly silty sand of natural origin, and this was over the undivided limestone bedrock, context (002).

Pit 2. (figs 2, 3, 5)

Beneath the topsoil, the upper deposit was (009), made up of small and medium sized rounded limestone in a matrix of compact silty sand. This lensed out towards the north, and was interpreted as a road surface, possibly a repair or re-surfacing to the underlying layer. Given that there is a well defined edge to (009) visible in the east facing section it may be that this surface runs east to west not north to south. The underlying deposit, (010), was similar to (009), but was made up of smaller stones. This too was interpreted as a road construction deposit.

Layer (011) was composed of slightly silty sand derived from the local bedrock, and containing occasional small limestone fragments. This was originally believed to be a further level of road construction, but its proximity to the underlying bedrock (002), coupled with the fact that sand is unstable for road construction, leads to the re-interpretation that it was a natural subsoil deposit.

Pit 10. (figs 2, 6, 7)

Two archaeological deposits were recorded in this pit. Beneath the topsoil, (027) was a layer of rough limestone pieces bonded with crushed limestone and limestone gravel. Below it (028) was similar, but it incorporated pieces of stone that were approximately twice the size. These deposits are interpreted as a road surfaces that were built onto a bedding layer of larger, natural, stones.

Pit 11. (figs 2, 6, 8)

A single possibly archaeological horizon was exposed beneath the topsoil; layer (029) was made up of small pieces of limestone, bonded with coarse sandy silt. There were also inclusions of pea gravel. This was originally interpreted as a road surface, but the infrequency and small size of the stones renders a natural interpretation more likely.

Pit 13. (figs 2, 9, 10)

Directly below the topsoil was layer (031), made up from platey limestone pieces bonded with fine sandy silt; probably the same material crushed. This was over (032), dark grey sand containing charcoal flecks and occasional limestone. This was interpreted as a buried soil, the charcoal indicative of burning in the vicinity.

Pit 15. (figs 2, 11 – 14)

Beneath the topsoil, a limestone surface (034) was exposed in the western part of the trench; made up of rounded platey limestones, lying flat and bonded with coarse sand. Beneath this was (035), made up of less well-ordered limestone chunks, also bonded with coarse sand. These two materials appear to represent a road surface and the make-up layer upon which it was built.

The above deposits sealed (036), friable greyish brown sandy silt with frequent limestone inclusions. This material appeared to be a buried topsoil, sealed when the stone layers above were deposited. It rested over (040), a natural deposit of reddish limestone sand, weathered from the local bedrock.

The majority of the above deposits were truncated by a modern pipe trench, situated in the centre of the pit.

To the east of the pipe trench was a further limestone layer, (037); similar to (035), in that it did not present a smooth upper surface, but resembled a roughly constructed make-up deposit. This was also over the buried topsoil (036).

Cutting into the eastern side of this material was a cut feature, [039]. A single steep side of this was observed. It had a flat base and was filled with (038), comprising small spheroidal limestone gravel and sand. The 'feature' was interpreted as reflecting wear to the road material (037), that was later repaired with rammed gravel, (038).

Two sherds of Romano-British or Iron Age pottery were recovered from the topsoil (041) on this section of the pipeline.

Other pits (figs 16 – 25)

The remainder of the pits examined (2a, 3, 4, 5, 6, 7, 8, 9, 12, 14, 16 and 17) only contained topsoil over various subsoil deposits; consisting predominantly of degraded bedrock. For a description of these materials, see Appendix 4.

7.0 Discussion and conclusions

The first thing that became apparent during this project was the difficulty in identifying road construction deposits, when only viewed in short sections. The similarity between degraded natural bedrock and limestone sand, and anthropogenic deposits is a real problem, when examining such deposits in confined areas. Decisions were eventually made, based on stone quantities and order, and proximity to the bedrock. Layers directly over the bedrock are more likely to be natural, whereas those separated by soil or other layers were more likely to be anthropogenic.

A further problem was that of differentiating between material that was up-cast from other digging in the area (for instance, the original pipeline) and deposits that were deliberately laid down in conjunction with road construction. This was resolved by looking for uniformity, and by examining the nature of any underlying materials. This situation was particularly evident in pit 1, where two deposits of what appeared to be road material ((003)+(004)) were separated from earlier road deposits by a layer of soil; interpreted as possible ditch up-cast. It seems unlikely that road builders would construct directly over loose topsoil, therefore these layers should probably be interpreted as modern non-road deposits.

Although most of the archaeological deposits described in Section 6 were almost certainly associated with phases of road building, it is difficult to know if whether or not the road deposits were particularly ancient. It is notoriously difficult to date road surfaces, without associated deposits or key artefacts such as coins. Only two deposits were dated during the course of this investigation: in pit 1, a medieval road make-up layer was exposed, with re-deposited medieval topsoil over the top of it.

Road construction on the line of the limestone ridge is always going to involve the use of similar natural resources, and construction materials cannot necessarily link geographically separated areas of road construction. It was noted during the watching brief, for example, that, where the contractors had used up-cast limestone fragments to repair boggy sections, this resulted in deposits that were indistinguishable from those that surrounded them.

It is useful to compare the deposits that were recorded during this project with the results of similar work carried out at Coleby Heath. That project recorded a considerable build up of road material, circa 0.85m thick to the west of the existing green lane, overlain by a considerably thinner series of road make-up deposits which extended to the east of this earlier material, (Chowne, 1987). It seems likely that the deposits exposed during the current project relate to this second phase of activity, as they were all located beneath the west side of the current course of the green lane, and they were closer in thickness to it than to the substantial earlier phase, (*ibid*).

Therefore it is only possible to say that road surfaces were recovered along the line of the Roman road, Ermine Street, where this route has remained in use in one form or another until the present day and will have required repair and maintenance throughout its life, (Hindle, 1982 pp. 34-39). It has been suggested that the second phase of road building recorded at Coleby Heath represents continued use of Ermine Street into the post-Roman period until the realignment of the route, possibly following enclosure of the heath, (Chowne, 1987). Results from the current project support this hypothesis.

8.0 Effectiveness of methodology

The methodology employed allowed a full record to be made of the sections of each of the pits excavated by the contractor, and with minimal disruption to the primary scheme. In addition, during the more sensitive phases of work (pit 15), the area in question was also examined and recorded in plan, allowing a full understanding of the archaeological deposits to be gained.

9.0 Acknowledgements

The author would like to thank Richard Smedmore (AWS) for his assistance during the course of this project, as well as the pipeline contractors for their cooperation during the fieldwork. Thanks are also due to Katie Blower for her invaluable assistance during the excavation and recording of the deposits exposed in pit 15, and to Sarah Grundy from the Lincolnshire SMR for help with research.

10.0 References

Brett, A., 2002, *Archaeological Excavation Report: Ermine Street/Tillbridge Lane Junction, Lincolnshire*. Unpublished Client Report.

British Geological Survey, 1995. xxxxxx. England and Wales Sheet xxxxxx. Solid and Drift Geology. 1:50000 Provisional Series. Keyworth, Nottingham: British Geological Survey

Chowne, P., 1987, *The excavation of Ermine Street at Coleby, Lincolnshire*. (Lincolnshire History and Archaeology Vol.22 pp 31-34)

Green, C. and Rahtz, P.A., 1959, *Excavations of Ermine Street*. (Antiquaries Journal Vol. 39. pp 81-86)

Hindle, B. P., 1982, *Medieval Roads*, Shire Publications Ltd, Aylesbury.

May J., 1976, *Prehistoric Lincolnshire*, History of Lincolnshire Committee, Lincoln.

May, J., 1984, 'The Major Settlements of the Later Iron Age in Lincolnshire', in Field & White (eds.) *A Prospect of Lincolnshire*, 18 – 22

Palmer-Brown, C., 2002, *Archaeological Recording Brief: Central Lincolnshire Trunk Main Phase Iii: Long Lane To South Of Ancaster*. Unpublished Client Report.

Rylatt, J. 2000, *Archaeological watching brief report. Ermine Street, Navenby, Lincolnshire*. Unpublished client report.

Snee, J. and Palmer-Brown, C., 1999, *Archaeological Watching Brief Report: Coleby To Wellingore pipeline project, Lincolnshire*. Unpublished client report.

Whitwell, J.B. 1992, *Roman Lincolnshire (2nd Edition) History of Lincolnshire Volume II*. (History of Lincolnshire Committee).

11.0 Site archive

An archive consisting of written, drawn, photographic and object elements is in preparation and will be deposited at the Lincoln City and County museum within six months of the completion of this report.

Access can be gained to it by quoting the L.C.C. Museum accession number 2002.256

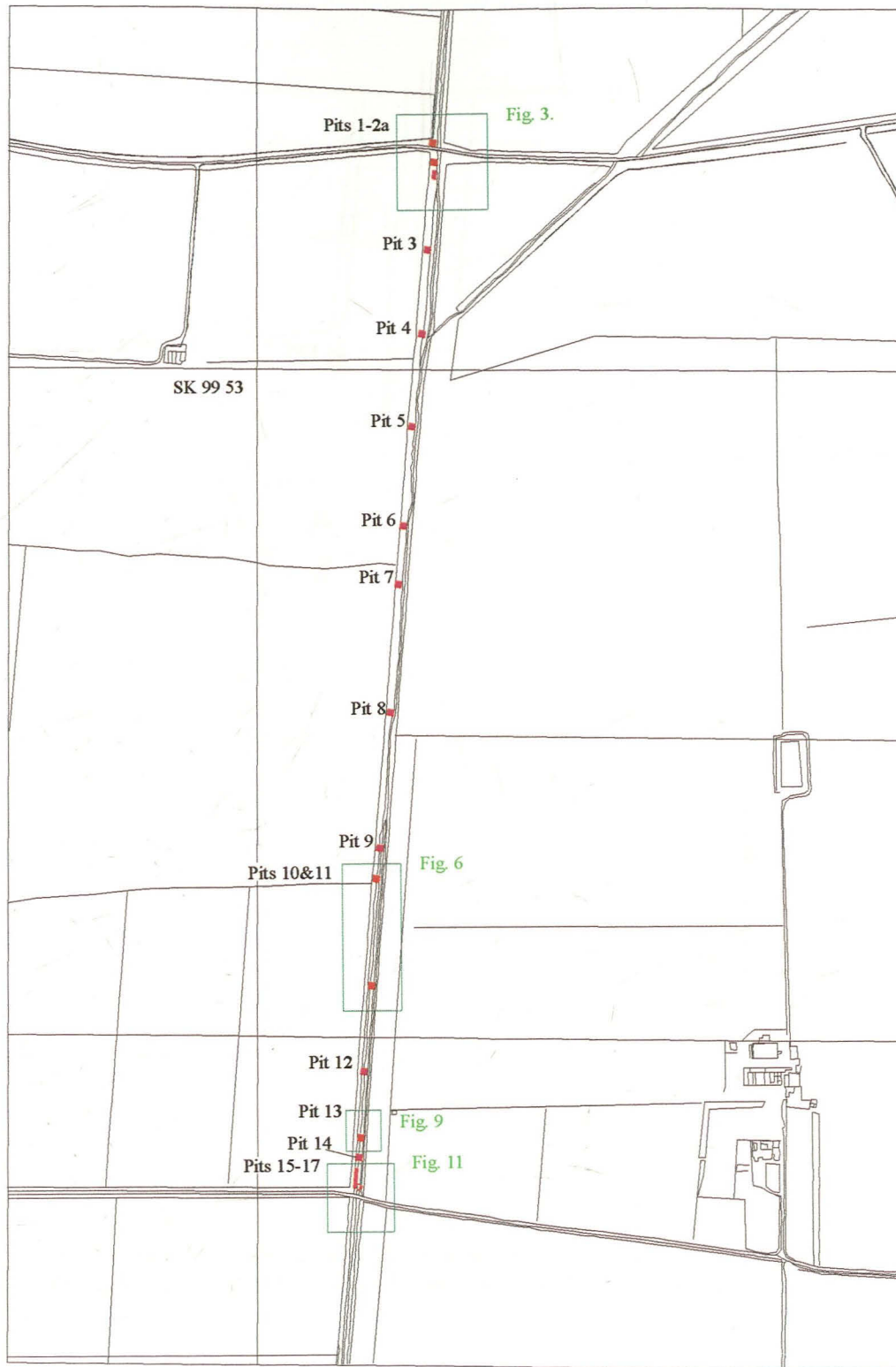


Fig. 2: Close-up of route showing portion monitored during phase 3. Locations of all pits are shown in red, locations of further fig.s in green. 1:10,000.

Drawing courtesy of Anglian Water.



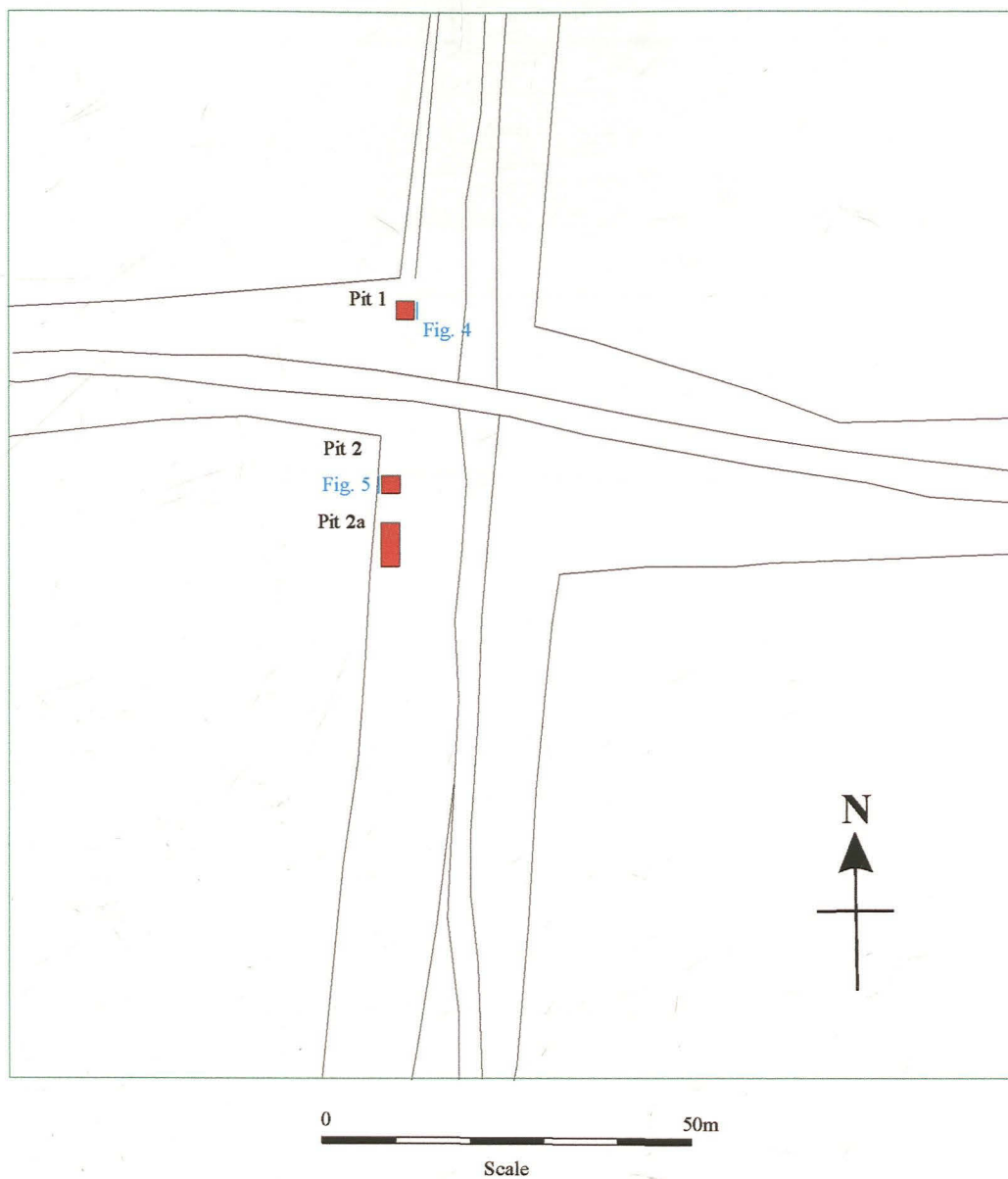


Fig. 3: Close-up of northern portion of route showing precise location of pits 1, 2 and 2a. Also shown are locations of fig.s 4 and 5 which show archaeological remains. 1:1,000.

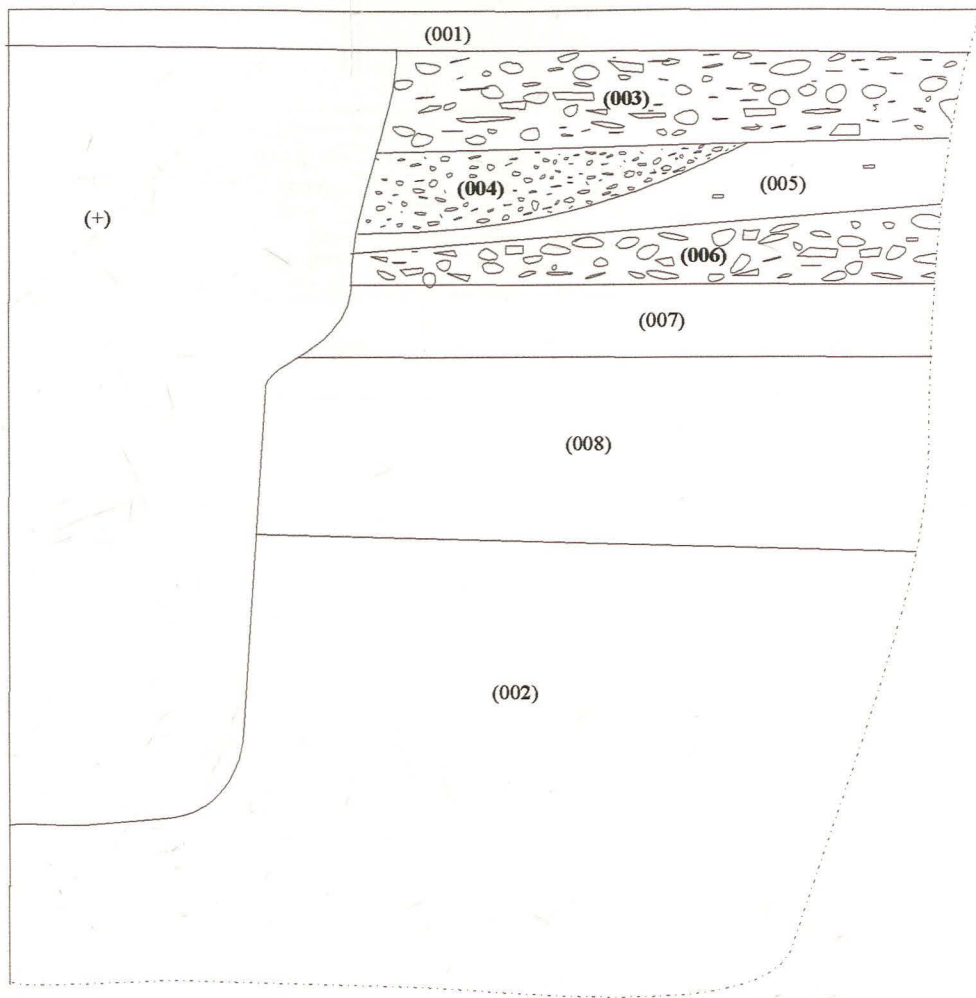


Fig. 4: West facing section from pit 1.

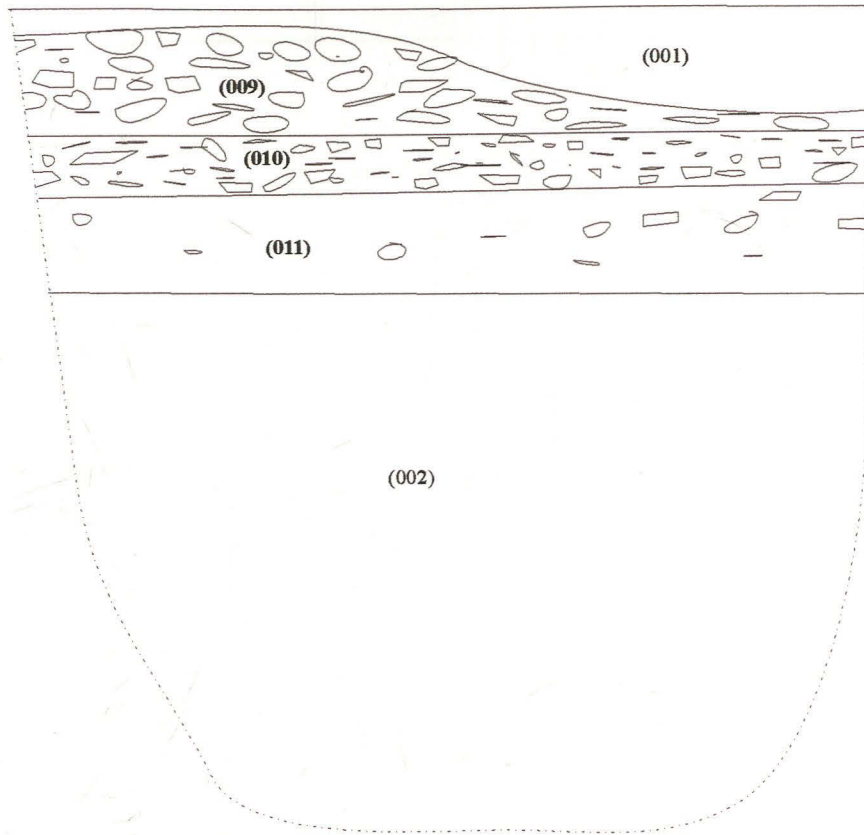


Fig. 5: East facing section from pit 2.

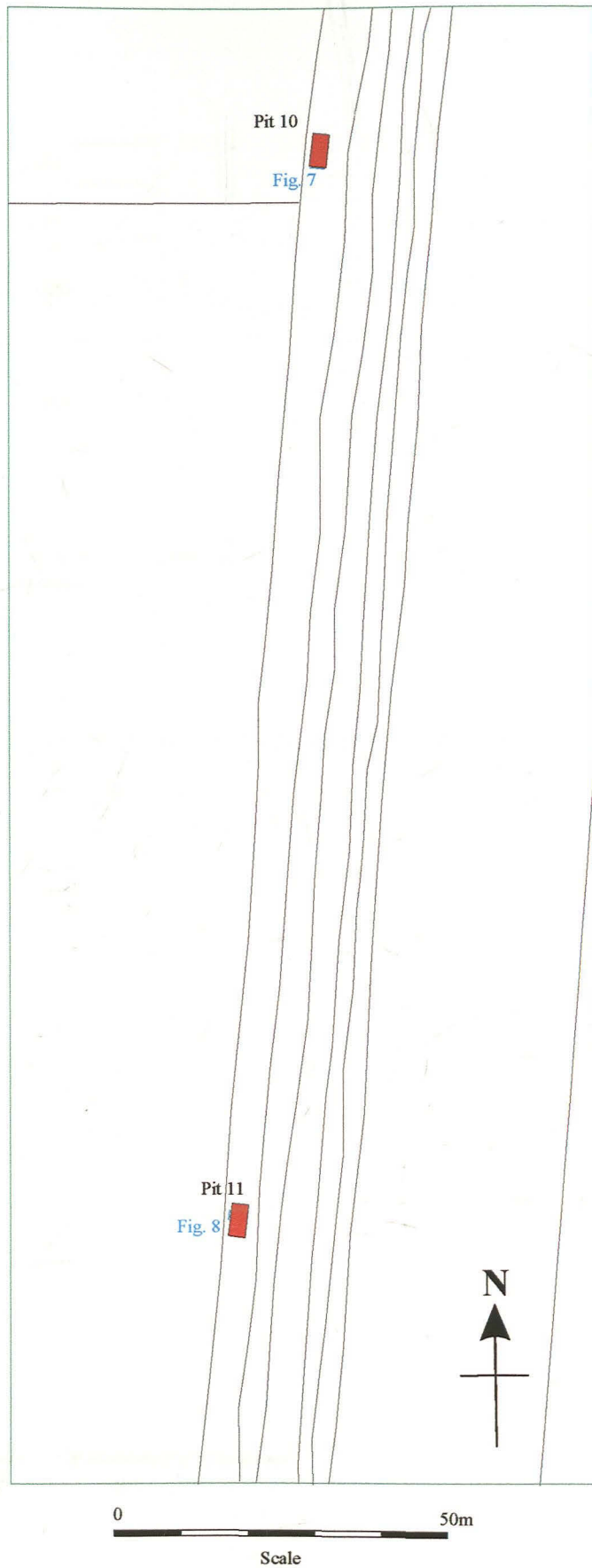


Fig. 6: Close-up of portion of route showing precise location of pits 10 and 11. Also shown are locations of fig.s 7 and 8 which show archaeological remains.
1:1,000

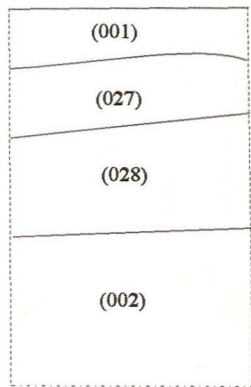


Fig. 7: North facing section from pit 10.

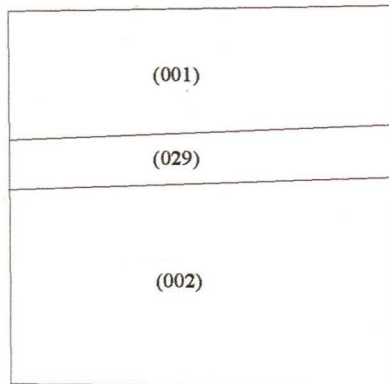


Fig. 8: East facing section from pit 11.

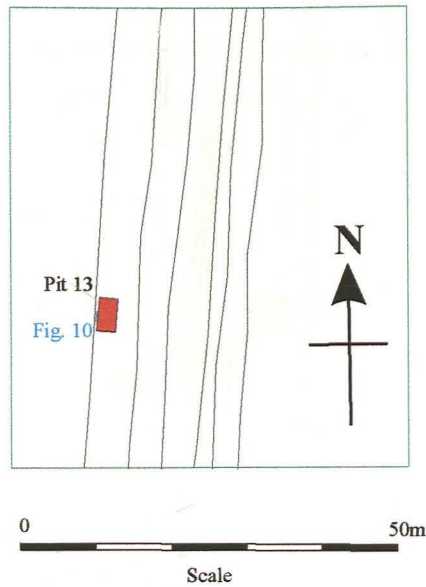


Fig. 9: Close-up of portion of route showing pit 13. Also shown is location of fig. 10 showing archaeological remains. 1:1,000

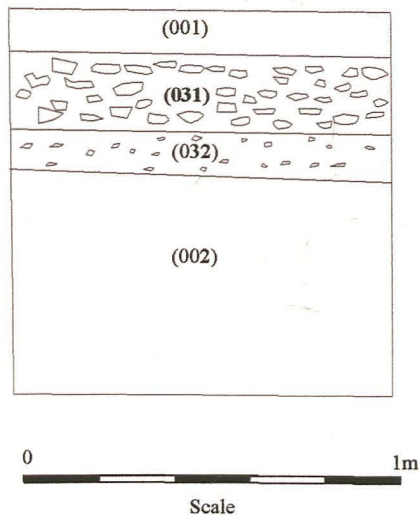


Fig. 10: East facing section from pit 13. 1:20.

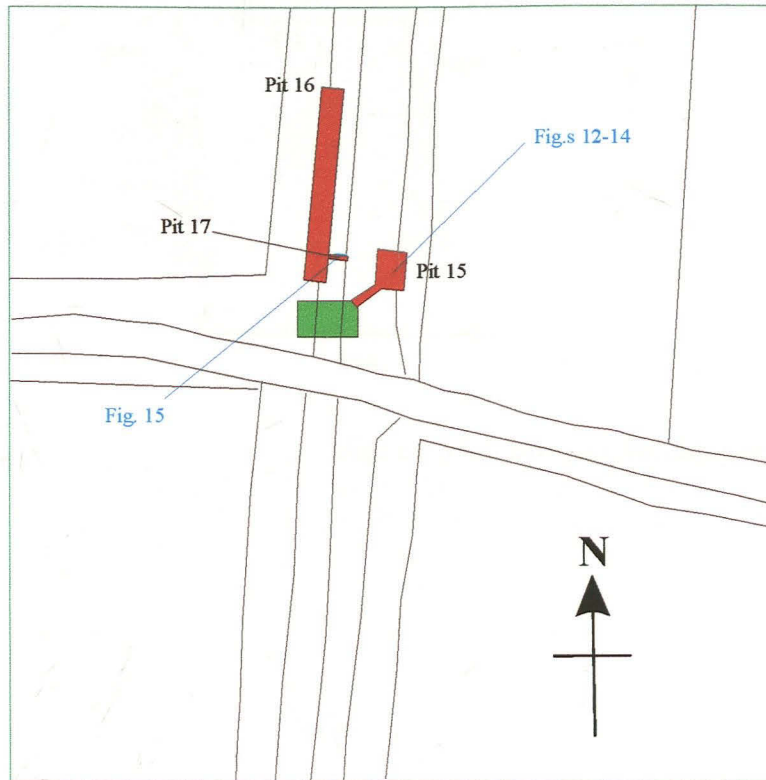


Fig. 11: Close-up of southern portion of route showing precise locations of pits 15-17. Also shows location of fig.s 12-15.
1:1,000

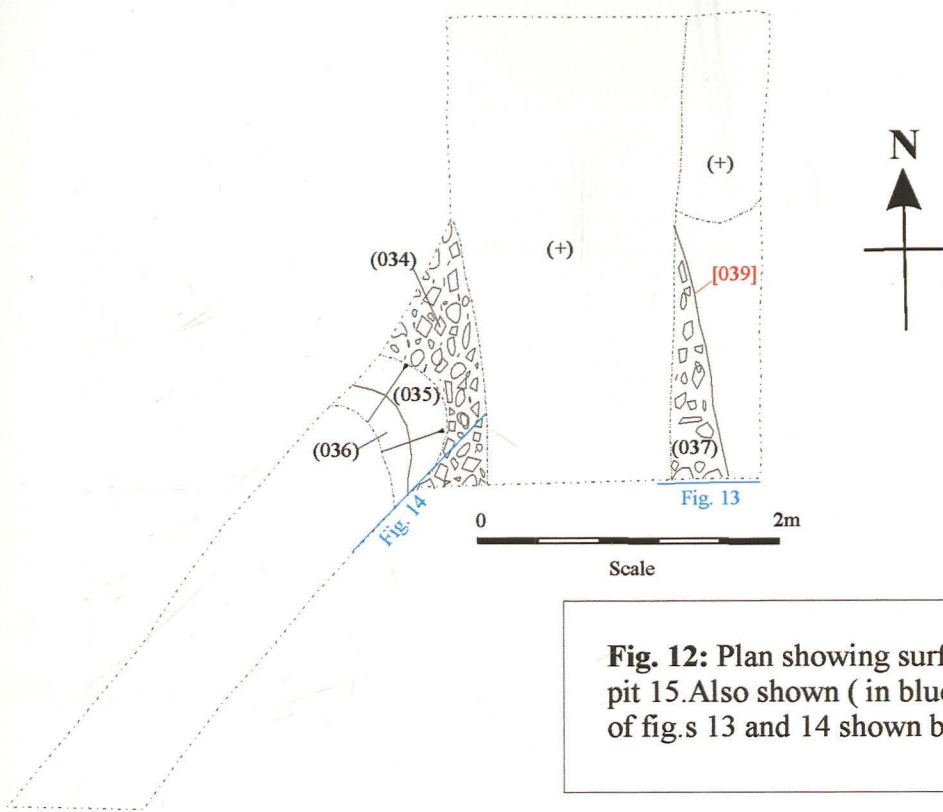


Fig. 12: Plan showing surfaces exposed in pit 15. Also shown (in blue) are the locations of fig.s 13 and 14 shown below. 1:50

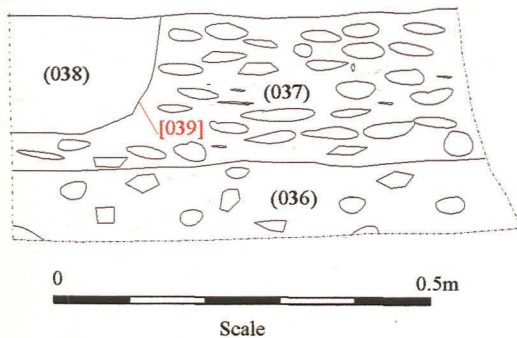


Fig. 13: North facing section from pit 15 showing surface (037) cut by later linear feature (039). The lower material (036) is a buried soil. 1:10.

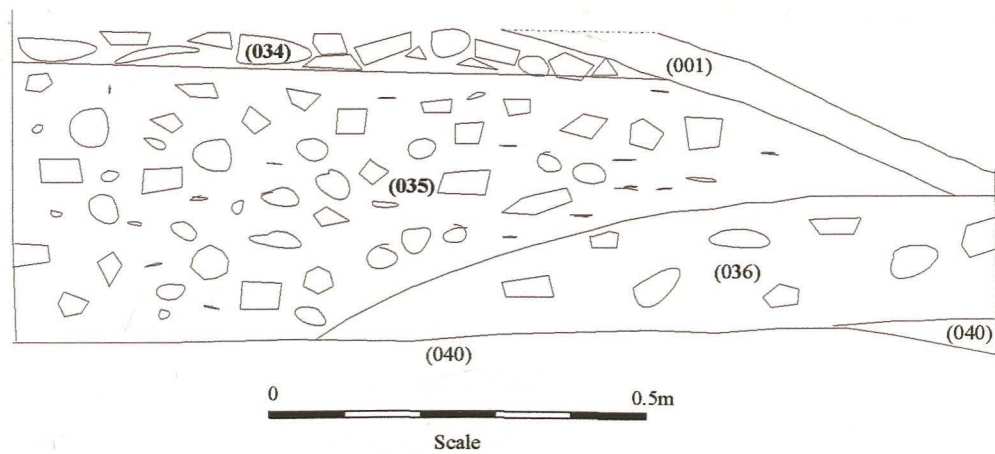


Fig. 14: Northwest facing section showing road surface (034) over make-up layer (035). Below this is the buried soil (036) and below that weathered bedrock (040). 1:10



Fig. 15: South facing section from pit 17. Shows re-deposited road make-up (044) over modern topsoil (045). 1:20.

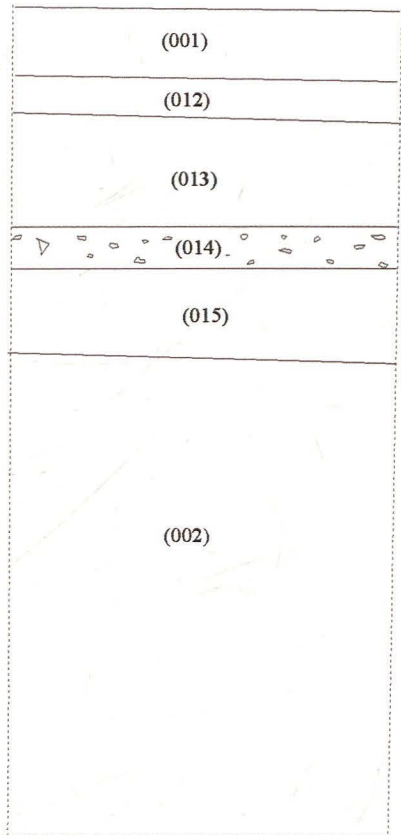


Fig. 16: East facing section from pit 3. Shows a series of natural limestone layers. 1:20

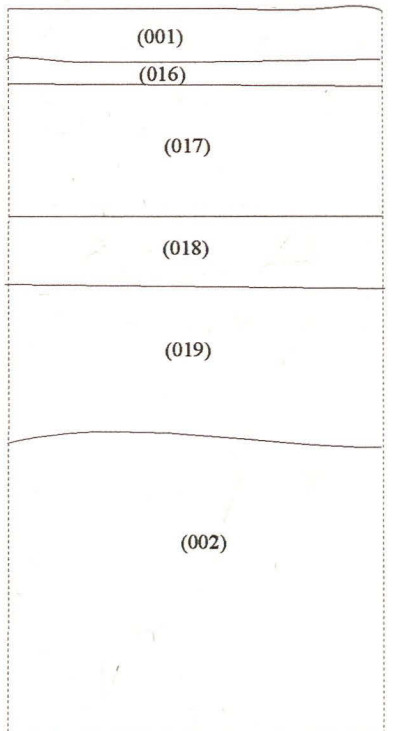


Fig. 17: West facing section from pit 4. Shows a series of naturally formed degraded natural layers. 1:20.

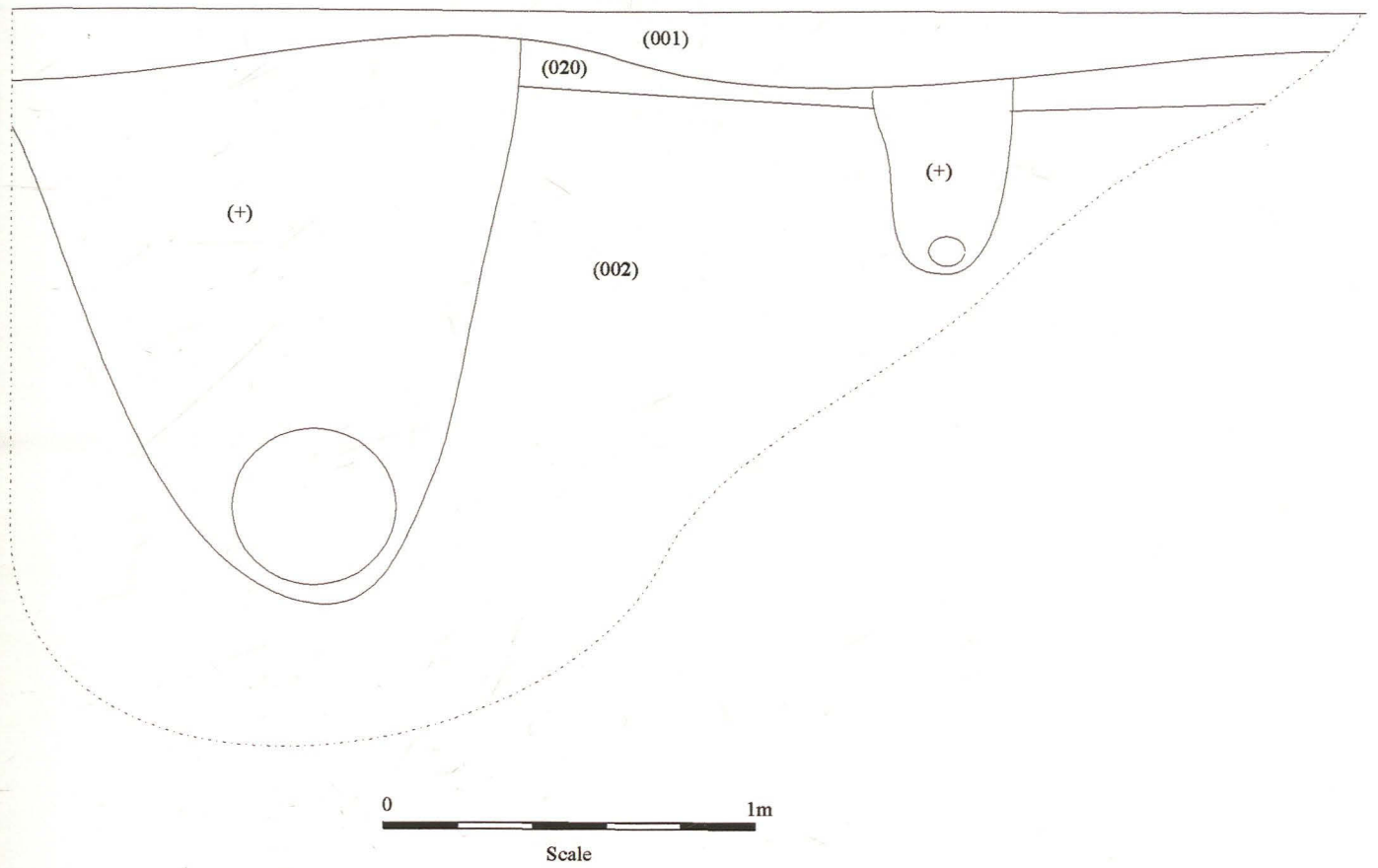


Fig. 18: South facing section, pit 5. Shows modern pipe trenches cutting natural deposits. 1:20.

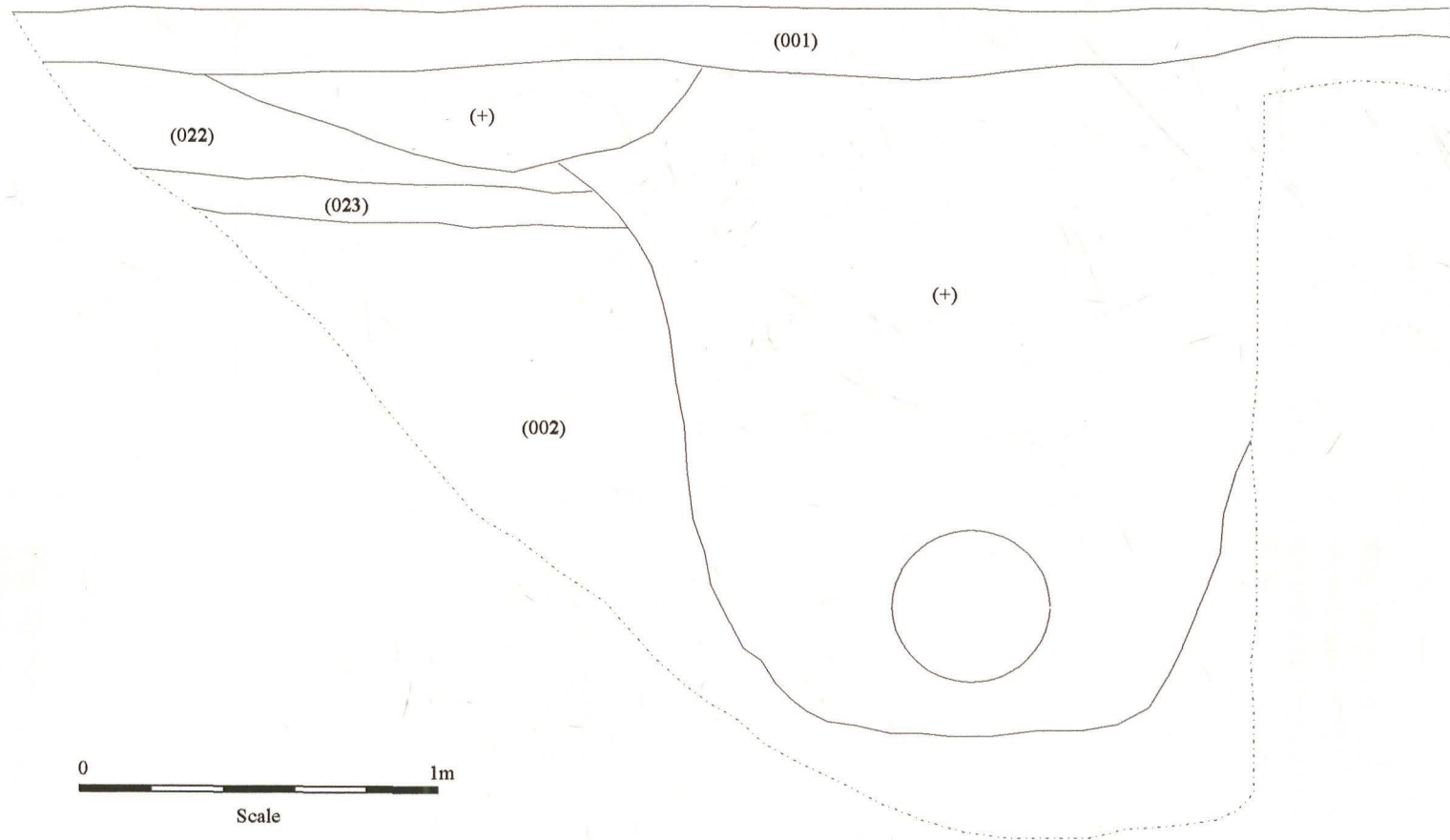


Fig. 19: South facing section from pit 6, showing pipe trenches cutting through a series of natural deposits. 1:20

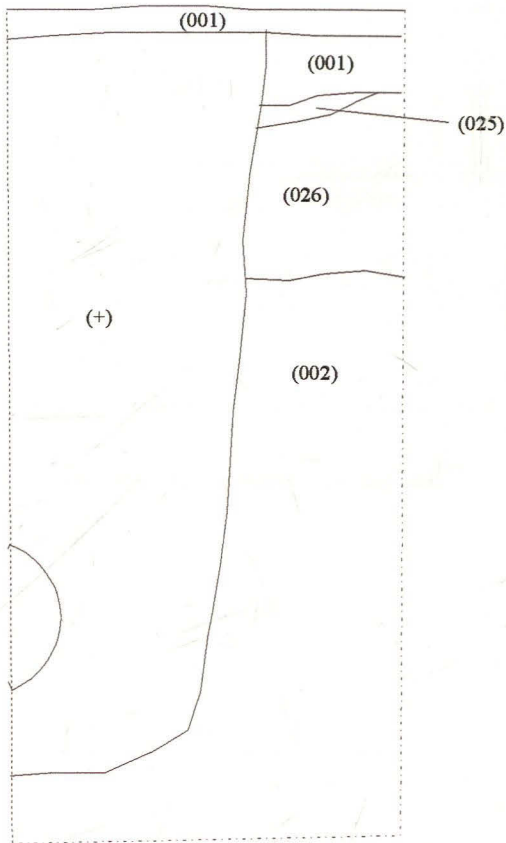


Fig. 20: South facing section from pit 7, shows pipe trench cutting through topsoil and degraded natural layers. 1:20

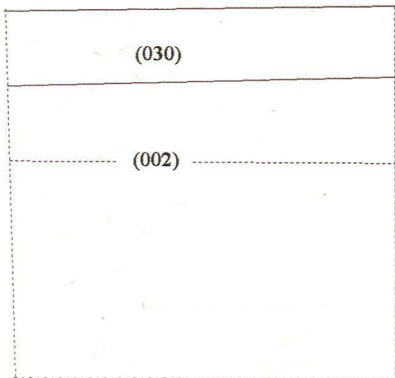


Fig. 21: North facing section from pit 8, shows topsoil over bedrock, the upper portion of which is degraded. 1:20.

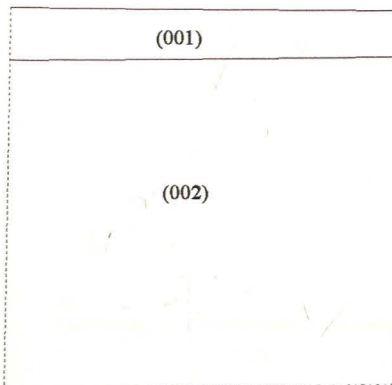


Fig. 22: West facing section from pit 9, shows topsoil over bedrock. 1:20.

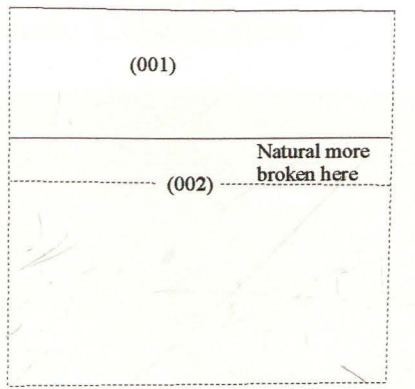


Fig. 23 : East facing section from pit 12. Shows topsoil and bedrock. 1:20

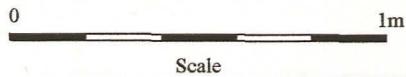
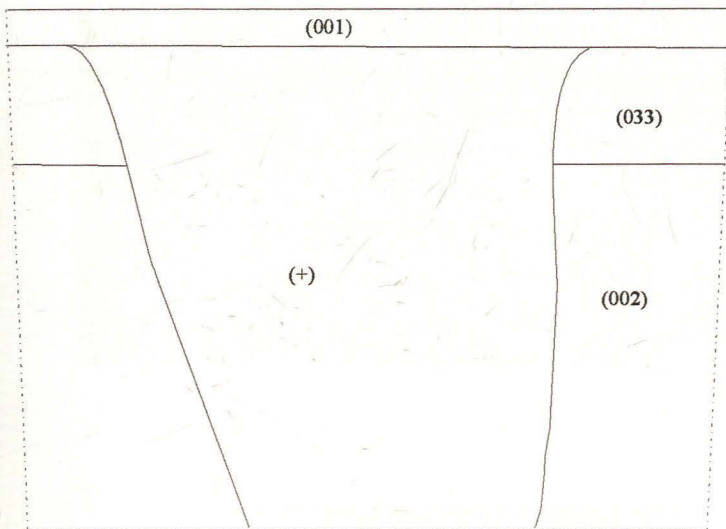


Fig. 24 : North facing section from pit 14. Shows modern pipe trench cutting through natural subsoil and bedrock. 1:20

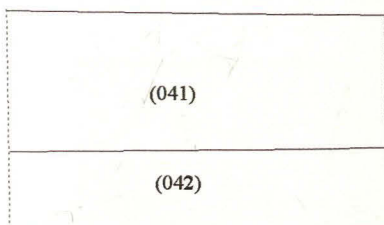


Fig. 25 : East facing section from pit 16. Shows topsoil and bedrock. 1:20

Appendix 1. Colour plates



Pl. 1: West facing section from pit 1. Material at top of section is modern dumping but the deposit in the centre of the scale is a medieval road surface.



Pl. 2: East facing section from pit 2. Top rubble layers are road deposits sealing a natural material, possibly a buried soil.



Pl. 3: South facing section from pit 10. Topsoil is visible at the top of the frame, bedrock starts approximately 40cm up the scale. Between are 2 road layers.



Pl. 4: West facing section from pit 11. Band of material between bedrock and topsoil has been interpreted as a road surface.



Pl. 5: West facing section from pit 13. Two layers between topsoil and bedrock were interpreted as road deposits



Pl. 6: Road surface exposed in pit 15. Note surface deposit and lighter make-up layer in bottom left corner. Centre of frame is modern truncation.



Pl. 7: North west facing section from pit 15. Shows road layers over buried topsoil, red sand to left of image is a natural deposit

Appendix 2. Tile Archive

Jane Young Lindsey Archaeological Services

trench	context	cname	full name	frags	weight	description	date
Pit 1	001	PNR	Peg, nib or ridge tile	1	71	mortar;OX/R/OX;fine-med sandy	medieval
Pit 1	005	PNR	Peg, nib or ridge tile	1	32	almost light firing fabric incl large fe & clay pellets/metased	medieval
Pit 1	006	PNR	Peg, nib or ridge tile	3	71	same tile;mortar;OX/R/OX med sandy	medieval
Pit 1	006	PNR	Peg, nib or ridge tile	4	85	same tile;mortar over all surfaces except fresh breaks;part oxid part	medieval
Pit 1	u/s	PNR	Peg, nib or ridge tile	3	38	same tile;mortar;oxid med sandy	medieval
Pit 1	u/s	PNR	Peg, nib or ridge tile	1	34	mortar;OX/R/OX fine-med sandy with ca inclusions	medieval

Appendix 3. Pottery Report.

Central Links Trunk Main, Leadenham Area

CLTM02

by Margaret J. Darling, M.Phil., F.S.A., M.I.F.A.

16 August 2002

The pottery comprised just three sherds, weighing 0.014kg from a single context. No problems are anticipated for long term storage. The pottery has been archived using count and weight as measures according to the guidelines laid down for the minimum archive by *The Study Group for Roman Pottery*. A copy of the archive database is attached (and can be supplied on disk), and will be curated for future study.

All three sherds are body sherds, probably from closed forms such as jars, and represent two vessels, both in shell-gritted fabrics. One sherd is possibly hand-made, although the size makes certainty impossible. It also has traces of a burnt sooty deposit on the interior, which is typically found on Iron Age vessels in Lincolnshire. The other two sherds probably come from a single vessel, and seem more likely to be wheel-thrown. *Punctate brachiopods* occur amongst the moderate shell inclusions, suggesting the use of Oxford clay, as is commonly found in shell-gritted vessels from this area and South Lincolnshire. The use of these clays is well attested in both Iron Age and Roman periods. This vessel therefore could be of later Iron Age or Roman date.

DATABASE EXTRACT

Cxt	Fabric	Form	Manuf+	Vess	Details	Sherds	Weight
041	SHEL	CLSD?	HM?	-	BS;DKGRY;SOOT DEP INT;F.SPARSE SHELL	1	4
041	SHEL	CLSD	-	1?	BSS;DKGRY FB;BN EXT;PROB WM;MODERATE FINE SHELL;PUNC.BRACH.	2	10
041	ZDATE	-	-	-	IA/ROM?	-	-

© M.J. Darling, 2002

Appendix 4. Context summary

CONTEXT NUMBER	DESCRIPTION	
001	Topsoil. Site wide.	
002	Limestone bedrock. Un-eroded. Site wide.	
003	Re-deposited bedrock. Modern? Limestone gravel.	} Pit 1.
004	Re-deposited bedrock. Modern? Limestone gravel, slightly larger.	
005	Re-deposited topsoil. Medieval tile recovered.	
006	Degraded limestone. Embankment for (005). Medieval tile recovered.	} Pit 2.
007	Limestone fragments. Degraded natural or road make-up.	
008	Natural sand. Degraded bedrock.	} Pit 3.
009	Road surface. Limestone gravel. Possible repair to (010).	
010	Road surface. Smaller limestone gravel.	
011	Embankment for (010) or degraded bedrock.	} Pit 4.
012	Re-deposited sand and limestone fragments. Possible disturbed surface.	
013	Natural sand. Degraded bedrock.	
014	Limestone brash. Natural.	} Pit 6.
015	Powdered limestone. Natural.	
016	Re-deposited sand and limestone fragments. Possible disturbed surface.	
017	Natural sand. Degraded bedrock.	} Pit 7.
018	Interface deposit between (017) and (019).	
019	Degraded limestone bedrock.	} Pit 10.
020	Subsoil. Pit 5.	
021	Number not used.	} Pit 11.
022	Natural sand. Degraded bedrock.	
023	Weathered bedrock.	} Pit 13.
024	Natural sand. Degraded bedrock.	
025	Natural sand. Degraded bedrock.	} Pit 15.
026	Natural sand. Degraded bedrock.	
027	Road surface. Angular limestone gravel with coarse sand bond.	} Pit 13.
028	Road make-up for (027). Larger limestone w/ similar bond.	
029	Road surface. Angular limestone gravel with coarse sand bond.	} Pit 15.
030	Subsoil. Pit 8	
031	Re-deposited limestone and fine sand. Disturbed road surface?	} Pit 15.
032	Sand and charcoal layer. Buried soil?	
033	Subsoil. Pit 14.	} Pit 15.
034	Limestone surface, appears pitched. Un-dated.	
035	Make-up deposit for (034).	} Pit 15.
036	Buried topsoil. Pre-dates (034) and (035) above.	
037	Similar surface to (034), rougher construction.	} Pit 15.
038	Spheroidal limestone gravel. Possible repair of [039]	
[039]	Depression in surface (037). Possible wear.	} Pit 15.
040	Reddish-brown sand. Natural degraded bedrock.	

CONTEXT NUMBER	DESCRIPTION	
041	Topsoil. Same as (001). Iron Age pottery recovered.	} Pit 16. _____
042	Limestone bedrock.	
043	Modern material. Disturbed top and subsoil.	} Pit 17. _____
044	Limestone surface. Post dates (043).	
045	Orange sand. Natural.	
046	Limestone bedrock.	