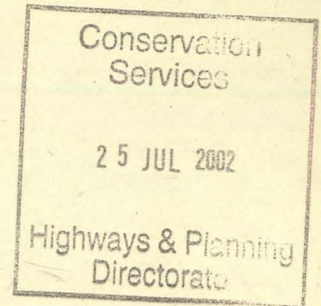


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LINDSEY ARCHAEOLOGICAL SERVICES



Riseholme Water Mains Replacement Scheme

NGR: SK 976 748 (centre)
Site Code: RVWM 02
LCNCC Museum Accn No.: 2002.99

Archaeological Monitoring

CROXLEY
heritage

Report prepared for
PDM Associates (on behalf of Anglian Water Services Ltd)

by G. Tann

LAS Report No. 591
July 2002

Event: L15909

INTERVENTION: L19990

EXCAVATION: L19991

PRNs 50574 Roman

50575 Roman

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- Fig. 3** Position of the monitored trenches along the A15 and western end of Riseholme Lane. (Based on a reduced scale copy of Anglian Water Services Ltd dwg. no. WAT - 03017/02. © Crown Copyright, reproduced with the permission of the Controller of HMSO. LAS Licence No. AL 100002165).
- Fig. 4** Position of the monitored trenches along the A15 north of Riseholme Lane. (Based on a reduced scale copy of Anglian Water Services Ltd dwg. no. WAT - 03017/02. © Crown Copyright, reproduced with the permission of the Controller of HMSO. LAS Licence No. AL 100002165).
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Riseholme Water Mains Replacement Scheme

Archaeological Monitoring

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Summary

No archaeological remains were identified in Riseholme Lane, close to the deserted medieval village site. Trenches excavated alongside the A15 during directional drilling of a replacement water main revealed material thought to be part of the Roman Ermine Street. The trenches were not suitable for detailed recording or interpretation of the deposits, but those exposed seemed similar to previous descriptions of the road's construction. Fine sediments seen either side of the modern road are suspected to represent post-Roman wind-blown material from adjacent fields, and erosion from the stone road surface as a result of post-medieval traffic wear.

Introduction

Lindsey Archaeological Services (LAS) was commissioned by PDM Associates (on behalf of Anglian Water Services Ltd) in January 2002 to conduct a watching brief during directional drilling for a replacement water main at Riseholme, Lincs. (Fig. 1). Archaeological monitoring had been requested by Lincolnshire County Council Conservation Section in case the works disturbed archaeological remains associated with the deserted medieval settlement site at Riseholme, or the known Roman road Ermine Street leading from Lincoln to York on the line of the present A15 (Margary 1973, 236-238; Margary road ref. 2d).

Nineteen intermittent monitoring visits were made by Geoff Tann between 13th March and 17th May 2002.

Archaeological Background

The works for the new main affected areas close to several important archaeological sites.

Ermine Street

The Roman Ermine Street, now the A15, was one of the major military and trade arteries in Roman Britain, in this region linking centres at Lincoln and York (via a ferry crossing of the Humber at Winteringham). In 1955, a runway at the Scampton airbase was extended across the line of the Roman road, and the modern road diverted around it. Archaeological excavations were conducted in the section of road affected by the new runway (Rahtz 1959). The road was found to have been constructed on a 12.5m wide, raised foundation (*agger*), about 1m above the bedrock layer. In places, a 4.25m - 6m wide well-paved surface survived. A thick deposit of stone dust, mostly to the east of the *agger*, was interpreted as the result of erosion from road traffic in the seventeenth and eighteenth centuries; a clayier deposit to the west was thought to be wind-blown soil from adjacent fields. No

evidence was identified for Roman flanking ditches, and this was confirmed by recent observations at the junction of the A1500 (Hardwick and Palmer-Brown 2000).

The road has been in active use for centuries, and repairs and resurfacing must have occurred before the tarmacadam surfaces were laid. Stones, pitched onto their edges, were used in the early twentieth century when the carriageway was widened. Some of the material directly below the modern surface may represent post-medieval metalling, and the extent of this and the widening is difficult to identify in small trenches.

Roman burials were found in 1984 beside the Roman road at the modern junction with the A46 Lincoln bypass. Traces of a possible Roman track were found in 1935, east of the A15 but on an alignment assumed to lead towards Ermine Street (Baker 1956, 8). A substantial Roman road, an alternative route to the north of the Humber, is known to have diverged from Ermine Street beside the grounds of the Lincolnshire Showground, and joined the line of Tillbridge Lane (towards Littleborough and Doncaster).

Riseholme

The earliest recorded form of the place-name Riseholme was *Risun*, from the **1086 Domesday Survey** and other early twelfth and thirteenth century sources (Cameron 1998, 102). The name derives from place-name elements indicating a place 'at the shrubs'. Slight variations are also recorded, and the modern spelling is believed to reflect pronunciation of the simpler name.

In 1086, land in Riseholme, in the wapentake of Lawress, was held by five tenants, but this reduced, after late eleventh century amalgamations, to three tenancies (Foster and Longley 1976; Everson, Taylor and Dunn 1991, 155-159). The location of the Saxon settlement focus (or focii) has not been firmly established, but is assumed to lie close to the nineteenth century church. During the twelfth century, a revised settlement layout was established over land which had previously been arable fields, on the north-facing side of a naturally broad valley with a small stream. The earthwork deserted medieval village site may mark a deliberate moving of the settlement away from the earlier focus, rather than expansion; the land around the former church site seems to have retained the manorial (and later monastic) functions, and the beck was used to create a fishpond. The scheme is suspected to have been executed by Hugh Bardolf, a tenant in 1166, who was also responsible for granting lands in Riseholme to both Kirkstead and Barlings Abbey. Barlings Abbey established a grange (in the present area of Grange de Lings), and at an unknown date before the sixteenth century, a second monastic grange was established, to the NE of the twelfth century settlement, south of The Beck. Earthworks of this site remain visible close to the junction of Riseholme Lane with the road to the campus.

The abbey lands were turned to sheep pasture as the local labour force fell, and this in turn encouraged depopulation, possibly hastened by clearance of uninhabited houses. Excavation results

suggest that this may have begun in the fourteenth century. As a consequence of this change to grazing, the ridge and furrow of some medieval ploughed fields remains visible, on air photographs and at ground level. Ridge and furrow on land south of The Beck has been surveyed by the Royal Commission on Historic Monuments, and this shows clear signs of the twelfth century village covering arable land, and also evidence of lanes to the grange and the church being placed across earlier blocks of ploughed land.

In 1721 the estate was acquired by the Chaplin family. A substantial hall was built, the lake was created (possibly as an enlargement of earlier monastic fish ponds or a millpond), and the parkland laid out (Everson 1991, 1). Enclosure of the complete parish had occurred by 1791. From 1840 Riseholme Hall was the residence of Lincoln bishops (Baker 1956, 34). In addition to additions and alterations to the previous building, large volumes of timber were felled in the park, and the existing St. Mary's Church was built, in use from 1851. The existing north-south road, past the church and west of the application site, was constructed sometime between 1839 and 1904; SE of the church, it straightened the previously extant road towards Riseholme Lane (OS 1906). The revised alignment seems certain to have been associated with construction of the church, replacing the hall in the priority of village access.

The Riseholme estate was sold to Lindsey District Council in 1946, and became a Ministry of Agriculture Training Centre for Agriculture and Horticulture. In 1949 the Centre became the responsibility of the Lindsey County Council Education Committee, and by 1956 various parts of the park had been ploughed, woods felled, and new plantations established (Baker 1956, 41).

The Watching Brief

The new main was directionally drilled in the verges of Riseholme Lane and the A15. Machine-excavated trenches were inspected, and assigned numbers by LAS for recording purposes where observations were noted. The approximate positions of these trenches are marked on Figs. 2-5.

Riseholme Lane (Fig. 2)

1. The first trench was sited at the junction of Riseholme Lane and the road leading to Riseholme Church. The trench was cut through a thin layer of yellow/brown clay, with limestone bedrock below.
2. Opposite The Old Rectory, Riseholme Lane, the trench revealed a mixed layer of yellow/brown clay, above limestone rubble (which seemed to be naturally occurring). The contractors reported that red clay had been seen in this trench, but nothing of this description remained visible.
3. The modern road surface sealed a layer of dense limestone brash, below which was yellow/brown clay and limestone. It was unclear whether the brash was a natural layer, or whether it had been redeposited.

4, 5. The modern road overlay a mixed layer of limestone brash and brown clay loam.

6. Three further trenches were excavated along the southern side of Riseholme Lane beside the row of houses (Fig. 3). These exposed limestone brash but no archaeological features.

The A15 (Figs. 3-5)

7. The most southerly trench excavated along the A15 was positioned in the western roadside verge, about 30m north of the minor lane (which leads past Riseholme Grange). Below the topsoil was a fine yellow limestone-derived silt deposit, at least 0.6m thick. This deposit was seen in most of the trenches alongside both sides of the road, and has been interpreted in this report as soil and dust washed by rainwater from the Roman road. Another possible explanation is that it was used as the material to raise the Roman road foundation (its *agger*), and that it was considerably broader than the metalled road above it. The report on the excavation of Ermine Street at Scampton airfield in 1955 supports the theory of dust accumulation (particularly on the east side, because of prevailing winds), and argues that this was caused mainly by severe erosion by seventeenth and eighteenth century road traffic (Rahtz 1955). No sign of Roman flanking ditches could be found during that investigation, and the sediment is unlikely to be ditch fill. The 1955 work, and further investigations at the A1500 junction in 2000, suggest that fine material overlapping the *agger* on the western side of the Roman road is the result of wind erosion from adjoining cultivated fields; the present observations noted no difference in appearance between the deposits either side of the road, and 'road dust' becomes the most satisfactory explanation, although the volume of material involved is remarkable. Similar deposits were seen in Trenches 8 and 9.

10. At the Riseholme Lane junction, a trench at the western side of the modern carriageway cut through 0.55m of tarmac and asphalt, revealing a silt deposit at least 0.9m thick. A trench in the eastern verge also exposed silt. The contractors reported that moling the pipe below the A15 at this point had been difficult, due to probable rock, extending to about 1.5m below the road surface. This seems to indicate that the Roman road survives virtually centrally below the modern A15, but that the metalled carriageway is narrower.

11. The trench was moled below the A15 and further trenches were dug in the eastern verge, revealing mixed silty material and stone rubble, which may have been disturbed.

12. Beside the recently constructed access road to Lawress Hall, the trench cut through 1.75m of modern deposits before reaching limestone bedrock. Close to this disturbance, another trench exposed bands of silt and fine limestone rubble sloping downwards towards the lower field level, probably representing the Roman *agger* and material collected against it.

13. At the eastern edge of the eastern verge (considerably lower than the road level), the trench exposed silty material above limestone bedrock.

14. A metalled track leads off the western side of the A15, to serve Cliff Farm. The trench here was excavated at the edge of the main road, through 0.35m of tarmac and 0.6m of limestone lumps (reducing in thickness to 0.25m 1.25m west of the edge of the road). An underlying silty layer was at least 0.4m thick. The sequence suggests that either the silty material represents a road formation layer below the stone rubble (which seems an unlikely foundation) or that the road metalling has been extended across the flanking ditch.

15. 50m north of the pylons crossing the A15, the trench was sited in the road verge at the eastern side of the road, where the verge has been raised. Below the turf and topsoil, the trench encountered only the white silty limestone deposit.

16. About 50m south of the side road to Grange de Lings, the trench was positioned on the edge of the eastern cycle path, where the verge slopes abruptly down to the level of the adjacent arable field. An orange/brown clay loam subsoil covered the silty limestone deposit.

17. The trench at the southern side of the junction of the Grange de Lings Road and the A15 was 1m deep. Below the topsoil was the pale coloured silty deposit, which here was clayier than to the south.

18. North of the Grange de Lings Road, the A15 is marked higher than the houses to the east. The trench in the eastern verge cut through silty material.

19. A trench was excavated at the western edge of the A15 carriageway, in the approach to the Lincolnshire Showground. It cut through 0.3m of tarmac, which covered 0.25m of limestone rubble, placed in a pitched position. Beneath this was a grey/brown silt loam deposit. It was unclear whether the pitched stone was a post-medieval surface extending across the western Roman roadside ditch, or a Roman carriageway. This junction is believed to be the point at which the alternative Roman route to beyond the Humber (Margary ref. 28a) diverged from Ermine Street, to skirt the estuary via Doncaster (Margary 1973, 236-7; 410). Assuming the substantial rubble to be that of a Roman road, and the silty deposit to be backfill of the Ermine Street ditch, this could be the alternative route joining the earlier Ermine Street. If this interpretation is correct, the silty limestone deposit recorded along the road edge of the A15 may have formed within a short period of the construction of Ermine Street.

Conclusion

The small trenches offered a glimpse of the below-ground deposits, but this was inadequate to allow any confident interpretation of those deposits. It is likely that no part of the deserted medieval settlement was affected by the works, but that the Roman Ermine Street was disturbed by the moling

and trenching. The watching brief was not able to add to previous investigations of the limits and character of the Roman road, or to explain the fine material present each side of the modern road above the level of the surrounding fields.

Acknowledgements

LAS is grateful to Anglian Water Services for their co-operation. The site contractors on this project were AHLCo Ltd, assisted by a directional drilling company. Mark Bennet and other staff at the Sites and Monuments Record gave considerable assistance. Jane Frost prepared illustrations and produced the report.

Geoff Tann
Lindsey Archaeological Services
17th July 2002

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Archive Summary

Anglian Water Services plans

Annotated plans and field notes

Photographs: colour prints, LAS film nos. 02/25/22-26; 02/28/00; 02/36/8,9; 02/37/17,18; 02/45/34-36; 02/52/0-5, 9-11 (including those used in this report).

Correspondence

The Figures

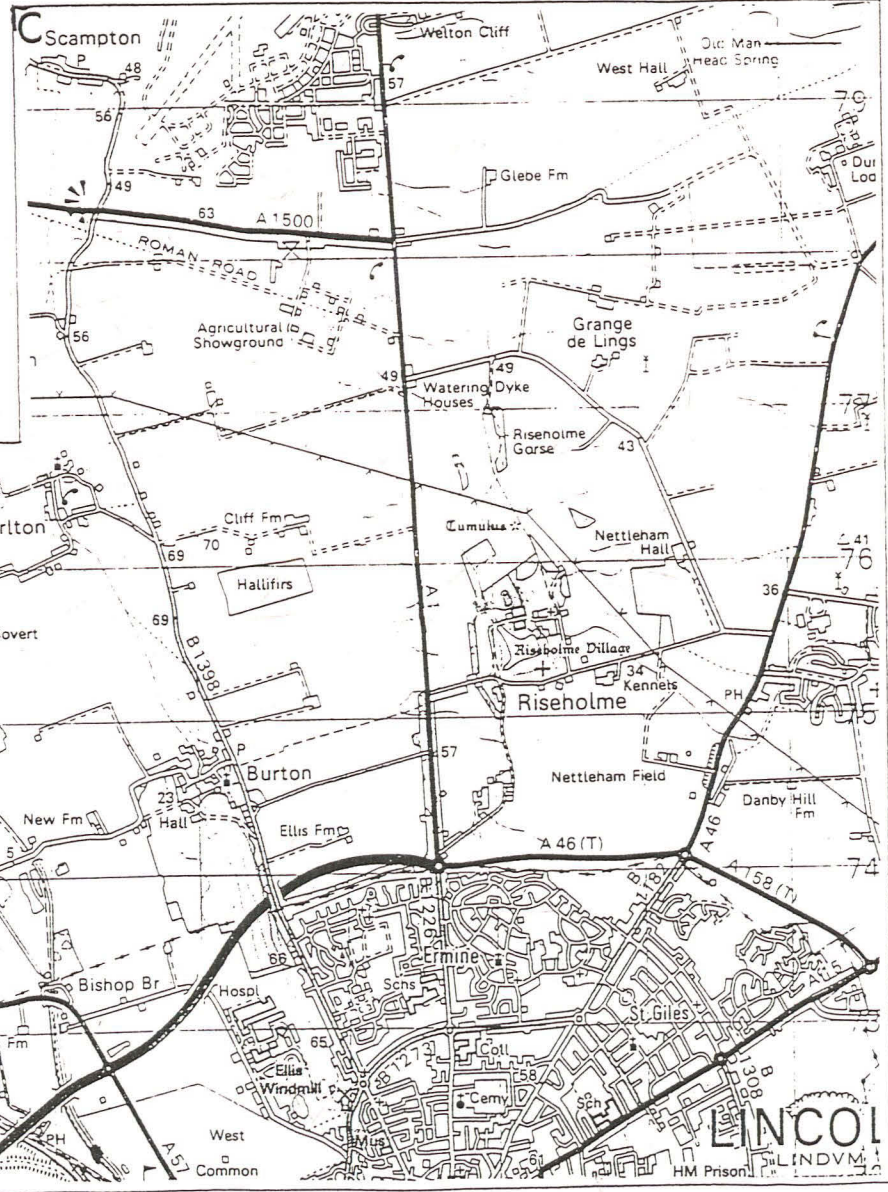
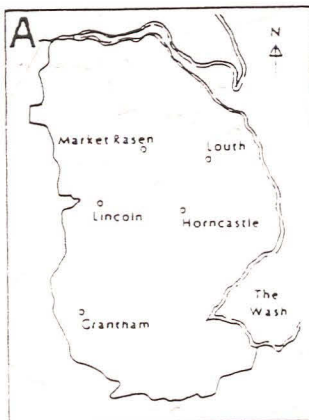
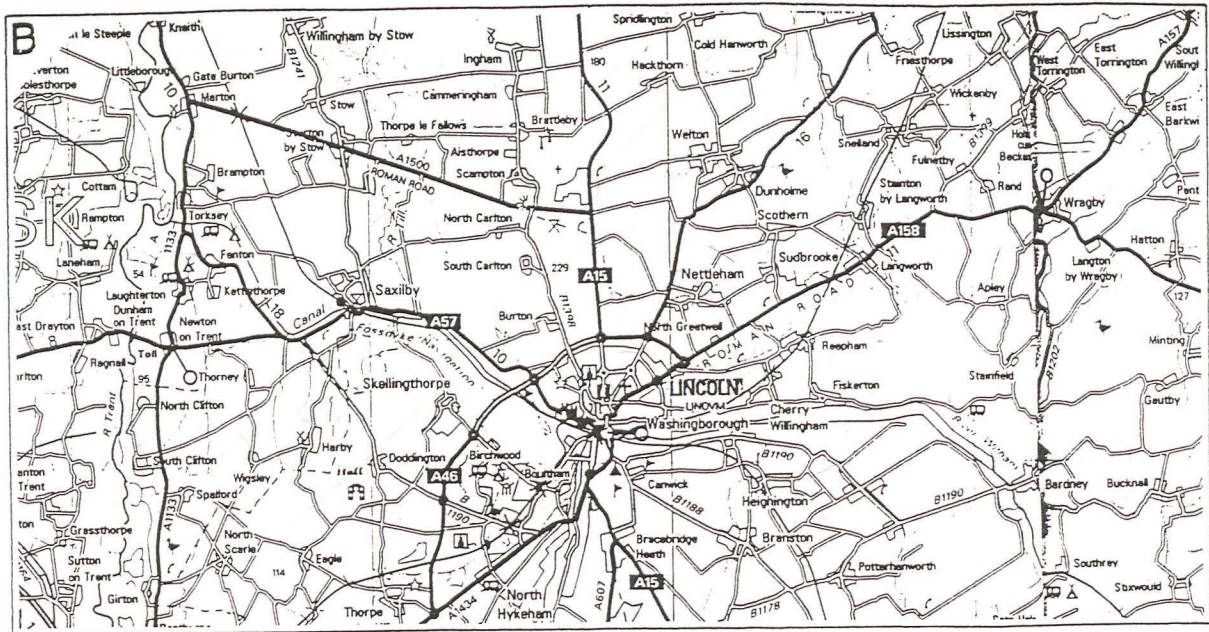


Fig. 1 Location of Riseholme and the A15. (C based on the 1989 Ordnance Survey 1: 50,000 Landranger map, Sheet 121; © Crown Copyright, reproduced with the permission of the Controller of HMSO. LAS Licence No. AL 100002165).

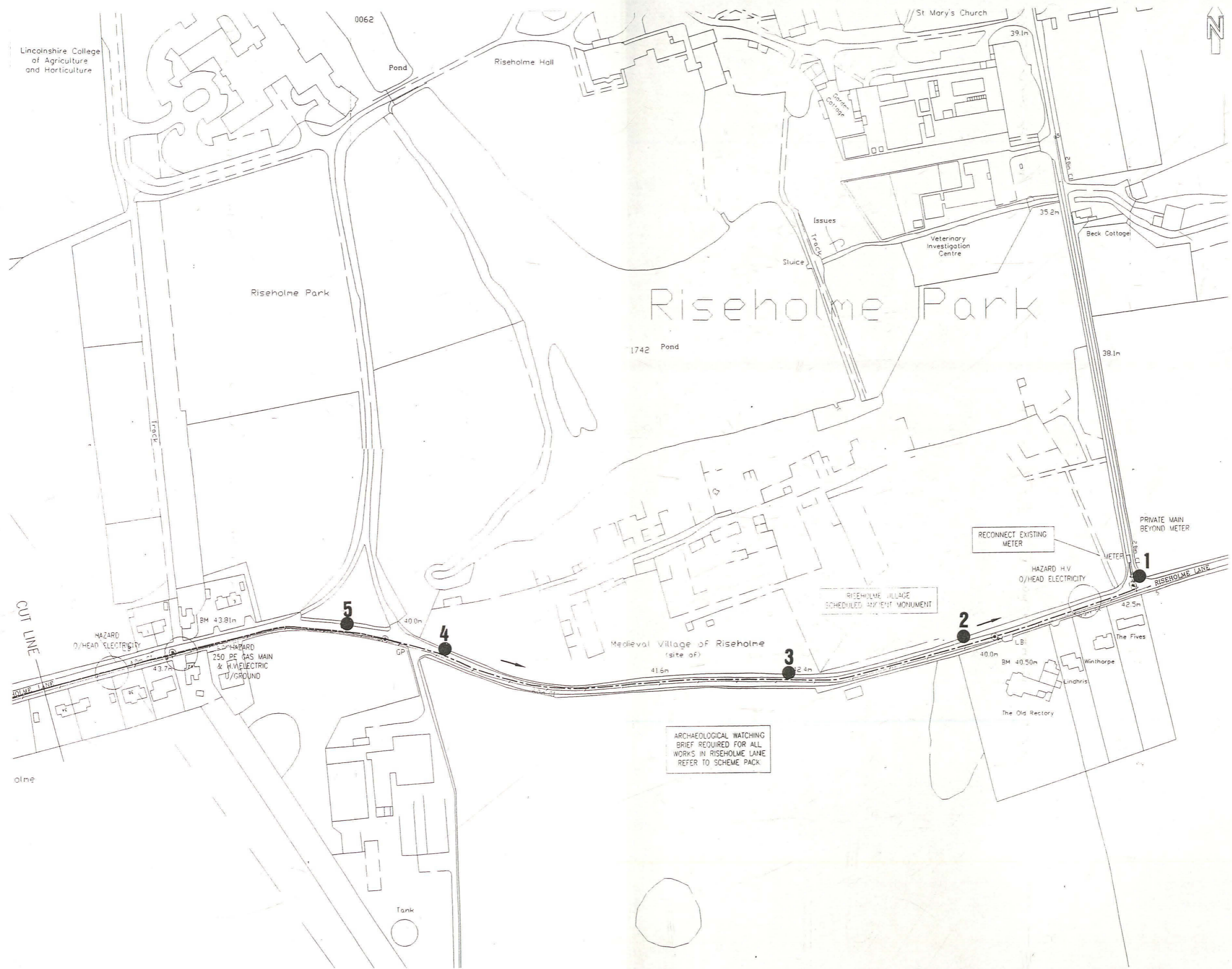


Fig. 2 Position of the monitored trenches in Riseholme Lane. (Based on a reduced scale copy of Anglian Water Services Ltd dwg. no. WAT - 03017/03. © Crown Copyright, reproduced with the permission of the Controller of HMSO. LAS Licence No. AL 100002165).

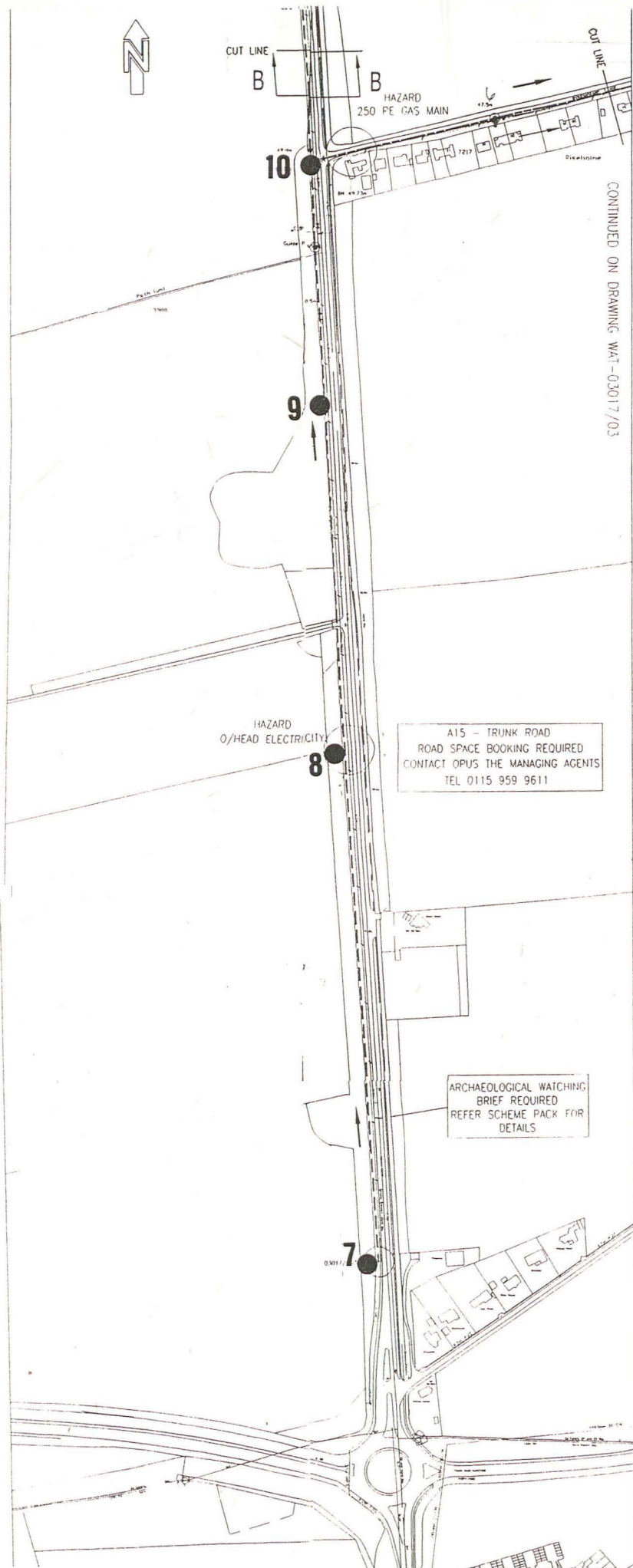


Fig. 3 Position of the monitored trenches along the A15 and western end of Riseholme Lane. (Based on a reduced scale copy of Anglian Water Services Ltd dwg. no. WAT - 03017/02. © Crown Copyright, reproduced with the permission of the Controller of HMSO. LAS Licence No. AL 10002165).

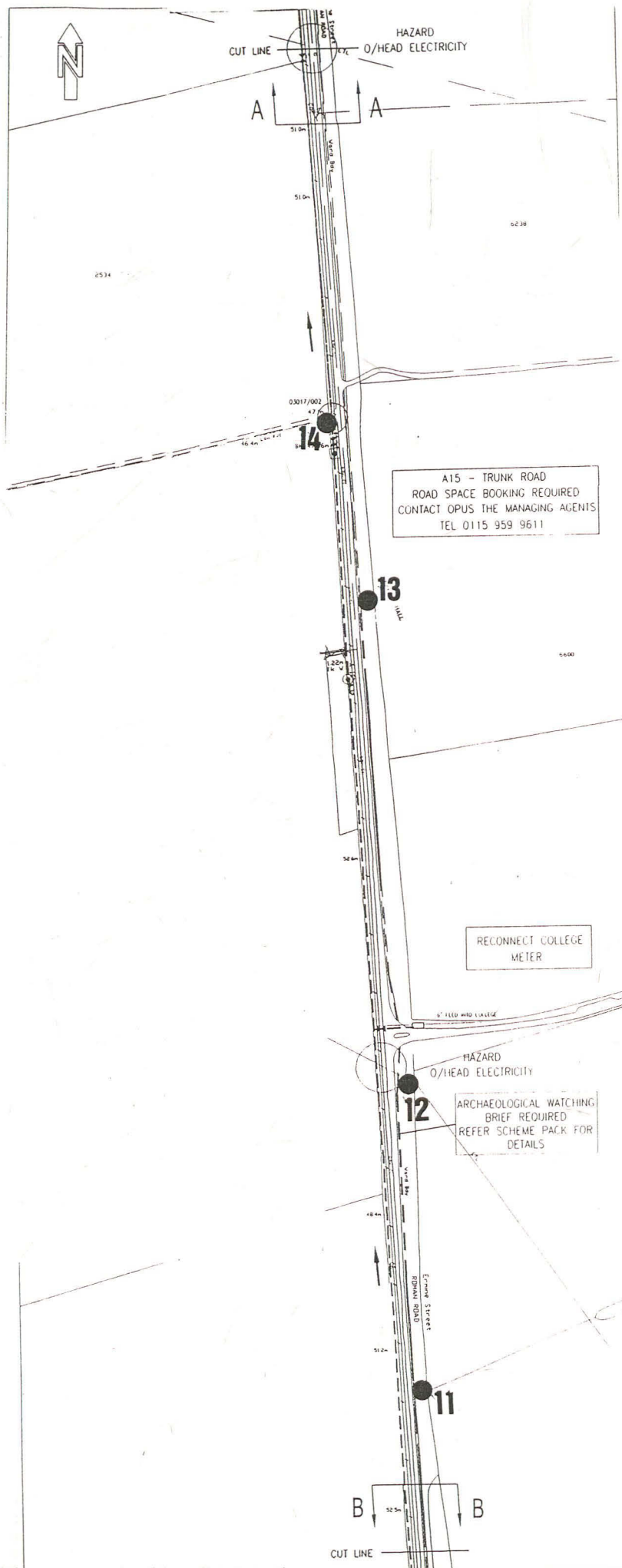


Fig. 4 Position of the monitored trenches along the A15 north of Riseholme Lane. (Based on a reduced scale copy of Anglian Water Services Ltd dwg. no. WAT - 03017/02. © Crown Copyright, reproduced with the permission of the Controller of HMSO. LAS Licence No. AL 10002165).

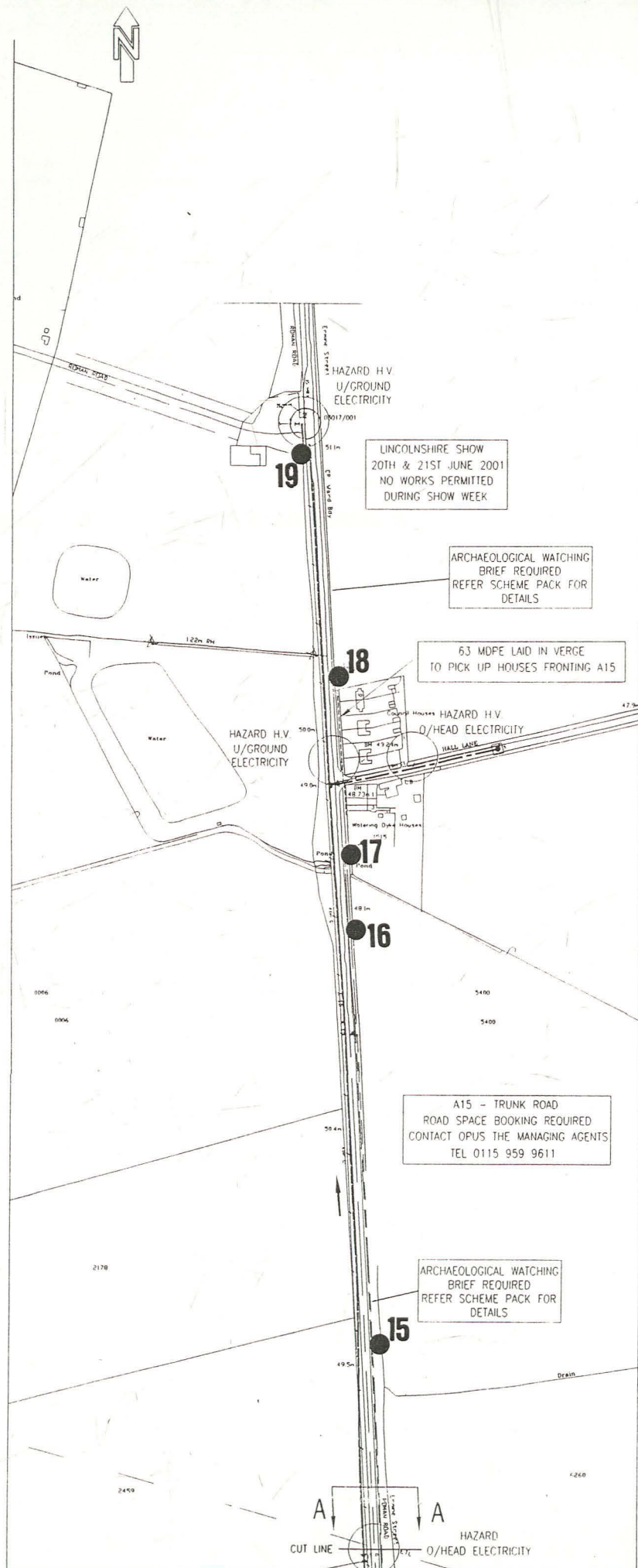


Fig. 5 Position of the monitored trenches along the A15, south of the agricultural showground. (Based on a reduced scale copy of Anglian Water Services Ltd dwg. no. WAT - 03017/02. © Crown Copyright, reproduced with the permission of the Controller of HMSO. LAS Licence No. AL 100002165).

The Plates



Pl. 1 Earthworks of the deserted medieval village site are visible in pasture close to Trench 2 (looking north).

Pl. 2 Deposits visible in the face of Trench 2.





Pl. 3 Trench 3, Riseholme Lane (looking NE).

Pl. 4 Dense limestone brash in the southern face of Trench 3.





PI. 5 Silty deposits below the modern A15, at the western side of the road, Trench 10.

PI. 6 Position of Trench 12, in the eastern verge of the A15 (looking north).





PI. 7 Sloping layers of rock and silt, probably part of the Roman road, in the northern face of Trench 12.

PI. 8 Location of Trench 14 beside the access road to Cliff Farm (western side of the A15).





PI. 9 In Trench 14, the limestone rubble was restricted to the main carriageway, thinning and overlying siltier deposits to the west (looking south).

PI. 10 Limestone rubble above clay loam at the western edge of the road, Trench 18 (looking east). This appeared to be post-medieval or modern road widening (at the showground entrance) rather than the Roman road junction.

