



LINDSEY ARCHAEOLOGICAL SERVICES

**91 Grantham Rd, Bracebridge Heath, Lincs
Archaeological Evaluation**

NGR: TF 97904 67089 SK

Site Code: GRBH 04

Accession Number: 2004.222

Planning Application: N/12/1005/04

Archaeological Evaluation

Report for

LKR Associates

By M. McDaid

LAS Report No: 781

November 2004

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Summary

Evaluation at Bracebridge Heath has revealed that modern disturbances are present across the proposed development site. One possible posthole, which was probably not modern, was noted in Trench 2, but no finds were recovered to date it. The evaluation trenches have shown that minimal archaeology is present on the site and the potential impact of any development is considered to be minimal.

Introduction

Lindsey Archaeological Services was commissioned by LKR Associates in September 2004 to undertake an archaeological evaluation at the above site (Fig. 1). The work was carried out in accordance with general requirements set out in *Lincolnshire Archaeological Handbook* published by the Archaeology Section, Lincolnshire County Council (1998). Work commenced 11/10/04 and was completed 12/10/04.

Site Location and Description

Bracebridge Heath is part of Bracebridge parish located on the limestone cliff 3km south of Lincoln. The proposed development site is located on the east side of Grantham Road at the junction with St John's Road (Fig. 1, Pl. 1). It was formerly the site of Cartwright's Haulage Depot and a petrol filling station. Buildings to the rear of the depot have been cleared as well as underground fuel tanks and associated contaminated land. Fuel tanks and water interceptors still need to be removed from the site of the petrol filling station and as such no archaeological evaluation of that area can be made at present.

Planning Background

A planning application has been made for permission to demolish existing buildings and to construct 31 starter homes on the site.

Archaeological Background

The proposed development site is located adjacent to the presumed line of Roman Ermine Street. A Roman cremation and inhumation cemetery lies next to the road, 500m to the south of the proposed development site. To the south-west and north-west frequent finds of Roman pottery, metalwork and building materials indicate the presence of a Roman settlement in the vicinity.

Aims and Objectives

The purpose of the evaluation was to

- establish the presence or absence, quality and extent of archaeological remains and their location within the development area
- gather sufficient information to enable an assessment of the potential and significance of any archaeological remains to be made and the impact which development will have upon them
- enable an informed decision to be made regarding the future treatment of any archaeological remains and consider any appropriate mitigatory measures either in advance of and/or during development
- More specifically the evaluation will determine the presence or absence of archaeological remains relating to the Roman road and any associated settlement.

Methodology

Evaluation comprising a 3% sample (six 12m x 1.8m trenches) of the development site (0.4ha in extent) was requested. The proposed development site comprises two areas, "Cartwrights Haulage" to the north and the "petrol filling station" to the south. Three trenches were located in each area. Within each area it was intended to position one trench close to the site entrance in order to locate the potential position of the Roman road, with a second trench in the centre of the site and a third to the rear. However, only the former site of Cartwright's Haulage Depot could be evaluated due to fuel tanks and water interceptors still needing to be removed from the petrol station site (Fig. 2).

The 3 evaluation trenches were excavated with a JCB, using a toothless dyking bucket, to the first archaeological horizon. All machine excavation was monitored by an experienced archaeologist. Archaeological recording was carried out by a team of 2 experienced archaeologists, including a Site Director. A full written (single context) and photographic record was made of the site, including site plans at a scale of 1:50, along with 1:20 and 1:50 sections.

The trenches were hand-cleaned to reveal features in plan and carefully selected cross-sections through the features were excavated to enable sufficient information about form, development date and stratigraphic relationships to be recorded without prejudice to more extensive investigations should these prove to be necessary.

A temporary bench mark 75.18m OD was established from a spot height, 74.1m OD, located on Grantham Road.

Results

Trench 1 (Fig. 3, Pls. 2-5)

Trench 1 had originally been positioned in the entrance to the former depot but, a site visit revealed

that the entrance was shared with No.91 Grantham Road and any work within the entrance area would prevent access to No.91. The trench was moved further east and further away from the Roman road.

Modern disturbance comprising layers of asphalt, limestone fragments and brick rubble, **100**, up to 0.68m deep at the east end of the trench, sealed a dark brown grey sand, former topsoil, **101**, 0.12m thick in places. A very compact light to mid grey brown clay sand, **103**, lay beneath. A single rectangular posthole, **111**, filled by a similar soil, **112**, to that as **102**. Cut by **111** was orange sand clay subsoil, **102**, which was 0.33m deep. Three natural linear anomalies, **104**, **107** and **109**, up to 1.50m wide, containing brown orange clay sand, **105**, **108** and **110**, were sealed by **102**. Excavation of two of these anomalies revealed undulating bases and poorly defined edges and depths of less than 0.30m. The natural was brown orange clay sand with limestone, **106**.

Trench 2 (Fig. 4, Pls. 6-11)

Trench 2 had modern rubble, **200**, 0.18m deep covering a c.5m long, c.2m deep pit, **203**, filled with aggregate, concrete and brick, **204**. The base of **203** was concrete and could not be penetrated. Cut by **203** to the north was a north/south orientated ditch, **205**, over 3m long, which only had its western edge exposed. At 0.58m deep it contained a mix of orange and dark brown clay, **206** and **208**. Within **206** was a high percentage of post-medieval glass (discarded). Cut by **205** was 0.15m thick former topsoil, **201**, which possibly sealed oval pit **209**, filled with identical material, **210**. The modern nature of the pit meant it was machined away, but 0.05m of it still survived cutting into the natural, **211**. **209** cut 0.20m deep subsoil **202**, which sealed 0.02m deep, 0.30m long, oval feature **212**, either plant disturbance or the truncated remains of a posthole, filled by light brown grey clay sand, **213**, devoid of finds. A natural linear feature, **207**, filled with brown orange clay sand, **214**, was also present.

Trench 3 (Fig. 5, Pls. 12-16)

Demolition rubble **300** sealed the remains of a brick structure, **304**, 0.60m deep, comprising bricks 0.23m x 0.10m x 0.07m. This structure formed the eastern limit of the trench. It cut through topsoil **301**, 0.27m deep which was also cut by a 0.80m diameter pit, **305** filled with concrete and other demolition material, **306**. Below lay 0.20m thick subsoil **301**. Beneath **301** were four postholes **307**, **309**, **313** and **315**. They varied in shape from rectangular to circular, were an average of 0.12m deep and length was from 0.24m to over 0.64m. Fills, **308**, **310**, **314** and **315**, were dark grey brown clay sand. A natural linear feature, **311**, filled by **312**, brown orange clay sand, was cut by **313**.

Discussion

The aim of the evaluation was to establish if archaeological features associated with the Roman road survived at the proposed development site. Trench 1 contained one post-medieval posthole below layers of hard surfaces. This posthole was identical in shape and depth to the two northern postholes in Trench 3. The large modern disturbance in Trench 2 might be a north/south aligned vehicle inspection pit. Disturbances containing dating material were all post-medieval/modern. Only one

feature, a potential posthole in Trench 2, **212**, with a noticeably lighter fill, was possibly of an earlier date. Trench 3 had a modern pit and undated postholes, likely to be post-medieval given the dark fill colouring. Trench 3 exposed a modern demolished structure along its eastern side.

Conclusion

Apart from a single posthole in Trench 2 which may be of archaeological interest the features encountered in the evaluation trenches were probably of recent date and the potential impact of any development on archaeology at the former site of Cartwright's Haulage Depot appears to be minimal.

Mick McDaid

Lindsey Archaeological Services

November 2004

Acknowledgements

LAS would like to thank LKR Associates for their help. The Post Roman Pottery Report was by Jane Young. The hard working site team was Mike Garrett and Mick McDaid. This report was edited and collated by Naomi Field.

Site Archive

Context sheet

Plans

Sections

Correspondence

Photographs: LAS film nos. 04/127/0-36,

Specialist reports

APPENDIX 1

91 Grantham Street, Bracebridge Heath
(BHGR 04)
Context Summary

APPENDIX 1

Context	Trench	Type	Description	Length	Width	Depth
100	1	Layer	Modern deposits	12m+	1.8m+	0.68m
101	1	Layer	Former topsoil	12m+	1.8m+	0.12m
102	1	Layer	Subsoil	12m+	1.8m+	0.33m
103	1	Layer	Former topsoil	6m+	1.8m+	0.10m
104	1	Cut	Natural feature	1.80m+	0.60m+	0.15m
105	1	Fill	Fill of 104	1.80m+	0.60m+	0.15m
106	1	Layer	Natural	12m+	1.8m+	unknown
107	1	Cut	Natural feature	1.80m+	0.80m	0.26m
108	1	Fill	Fill of 107	1.80m+	0.80m	0.26m
109	1	Cut	Natural feature	1.80m+	1.50m	unknown
110	1	Fill	Fill of 109	1.80m+	1.50m	unknown
111	1	Cut	Posthole	0.23m	0.17m	0.11m
112	1	Fill	Fill of 111	0.23m	0.17m	0.11m
200	2	Layer	Modern deposits	12m+	1.8m+	0.18m
201	2	Layer	Former topsoil	12m+	1.8m+	0.15m
202	2	Layer	Subsoil	12m+	1.8m+	0.20m
203	2	Cut	Pit	c.5m	1.8m+	2m+
204	2	Fill	Fill of 203	c.5m	1.8m+	2m+
205	2	Cut	Ditch	3m+	0.33m+	0.58m
206	2	Fill	Fill of 205	3m+	0.33m+	0.58m
207	2	Cut	Natural feature	1.95m+	0.65m	0.35m
208	2	Fill	Fill of 205	3m+	0.33m+	0.58m
209	2	Cut	Pit	0.35m	0.33m	0.05m
210	2	Fill	Fill of 209	0.35m	0.33m	0.05m
211	2	Layer	Natural	12m+	1.8m+	unknown
212	2	Cut	Posthole	0.30m	0.20m	0.02m
213	2	Fill	Fill of 212	0.30m	0.20m	0.02m
214	2	Fill	Fill of 207	1.95m+	0.65m	0.35m
300	3	Layer	Modern deposits	12m+	1.8m+	0.27m
301	3	Layer	Former topsoil	12m+	1.8m+	0.27m
302	3	Layer	Subsoil	12m+	1.8m+	0.20m
303	3	Layer	Natural	12m+	1.8m+	unknown
304	3	Structure	Modern brick structure	12m+	unknown	0.60m
305	3	Cut	Pit	0.80m	0.78m	unknown
306	3	Fill	Fill of 305	0.80m	0.78m	unknown
307	3	Cut	Posthole	0.64m+	0.27m+	0.14m
308	3	Fill	Fill of 307	0.64m+	0.27m+	0.14m
309	3	Cut	Posthole	0.50m	0.20m+	0.12m
310	3	Fill	Fill of 309	0.50m	0.20m+	0.12m
311	3	Cut	Natural feature	1.8m+	1.30m	0.20m
312	3	Fill	Fill of 311	1.8m+	1.30m	0.20m
313	3	Cut	Posthole	0.24m	0.20m	0.12m
314	3	Fill	Fill of 313	0.24m	0.20m	0.12m
315	3	Cut	Posthole	0.35m	0.19m	0.12m
316	3	Fill	Fill of 315	0.35m	0.19m	0.12m

THE FIGURES

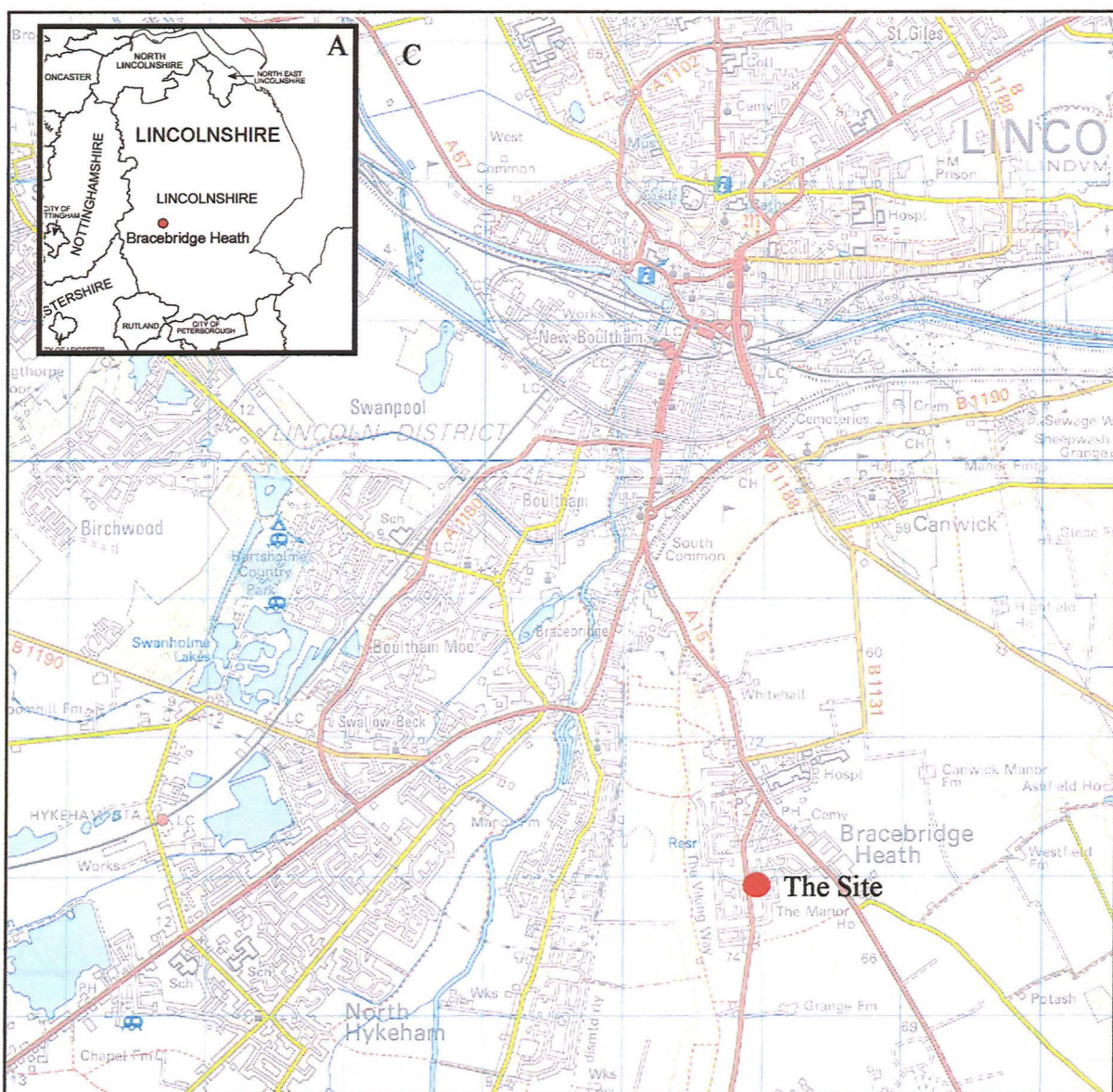
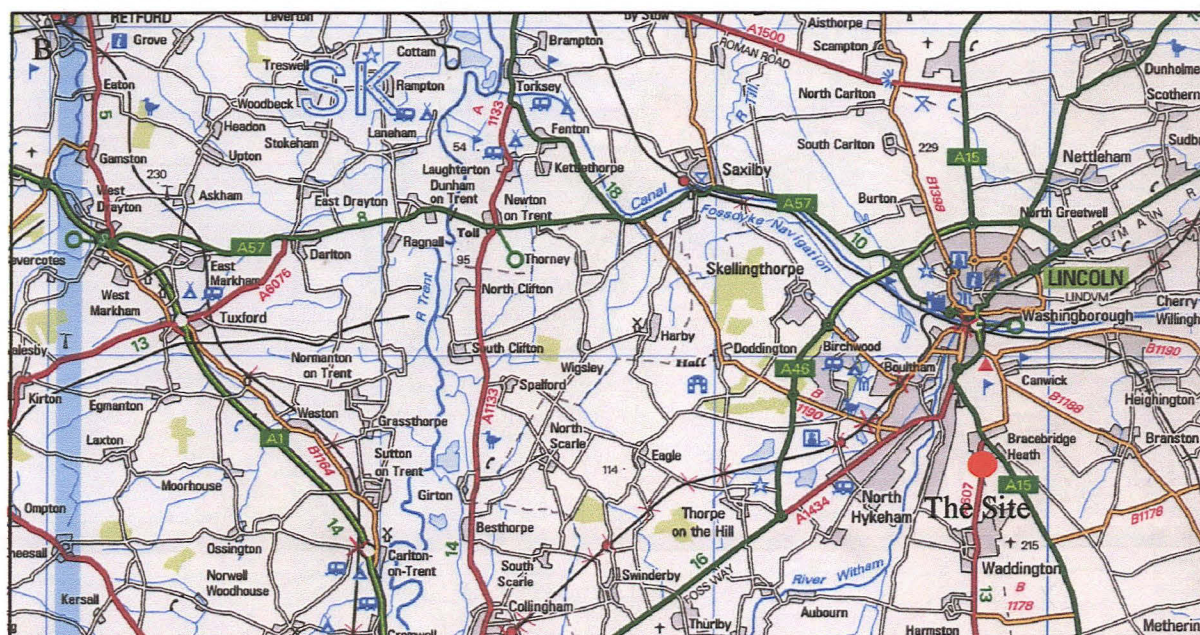


Fig.1 Location of Grantham Road, Bracebridge Heath (inset C based on the Ordnance Survey 1:50,000 Landranger map Sheet 121. Crown Copyright, reproduced with the permission of the Controller of HMSO. LAS Licence no. AL 10002165).

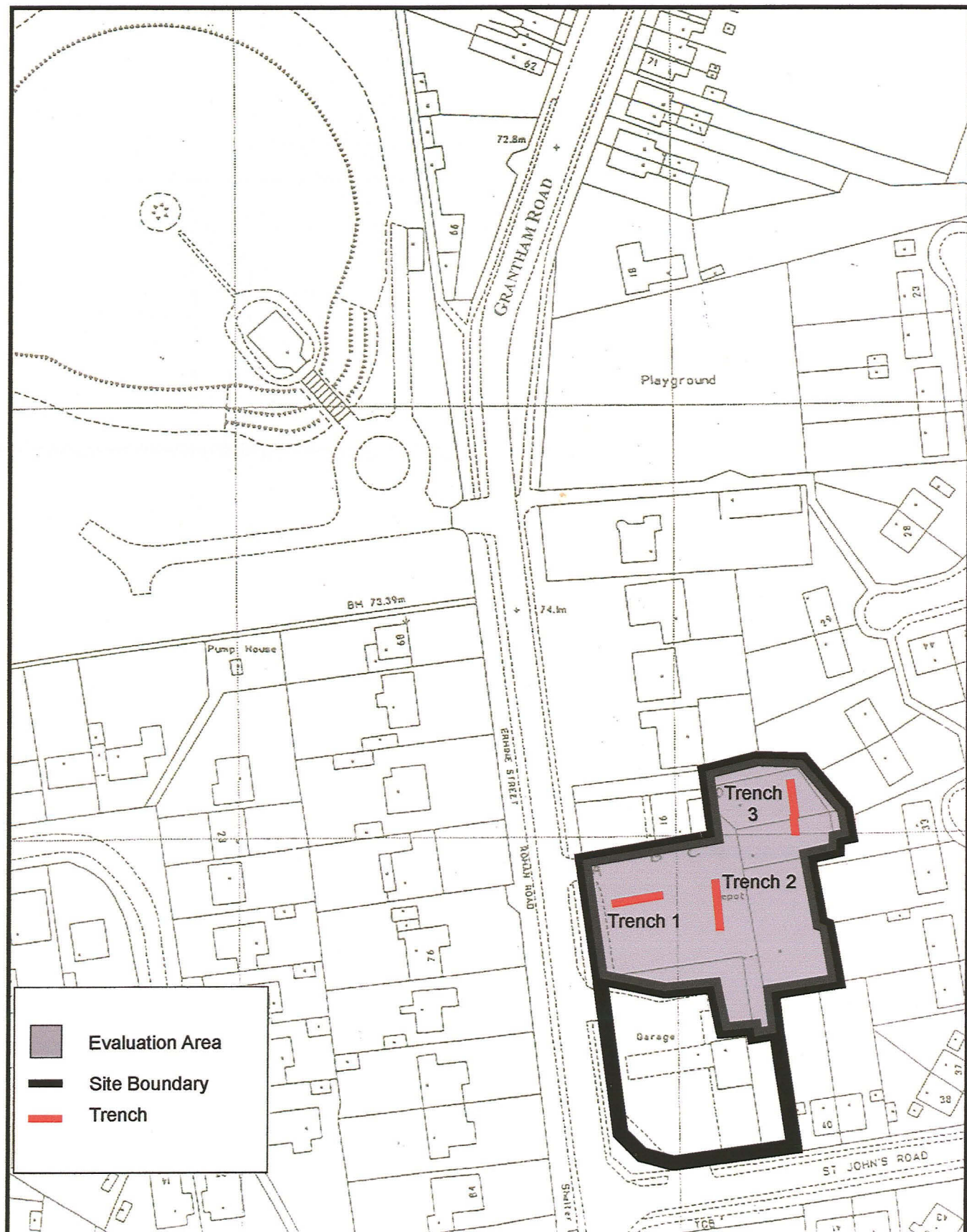


Fig 2 The area of evaluated site and trench locations.

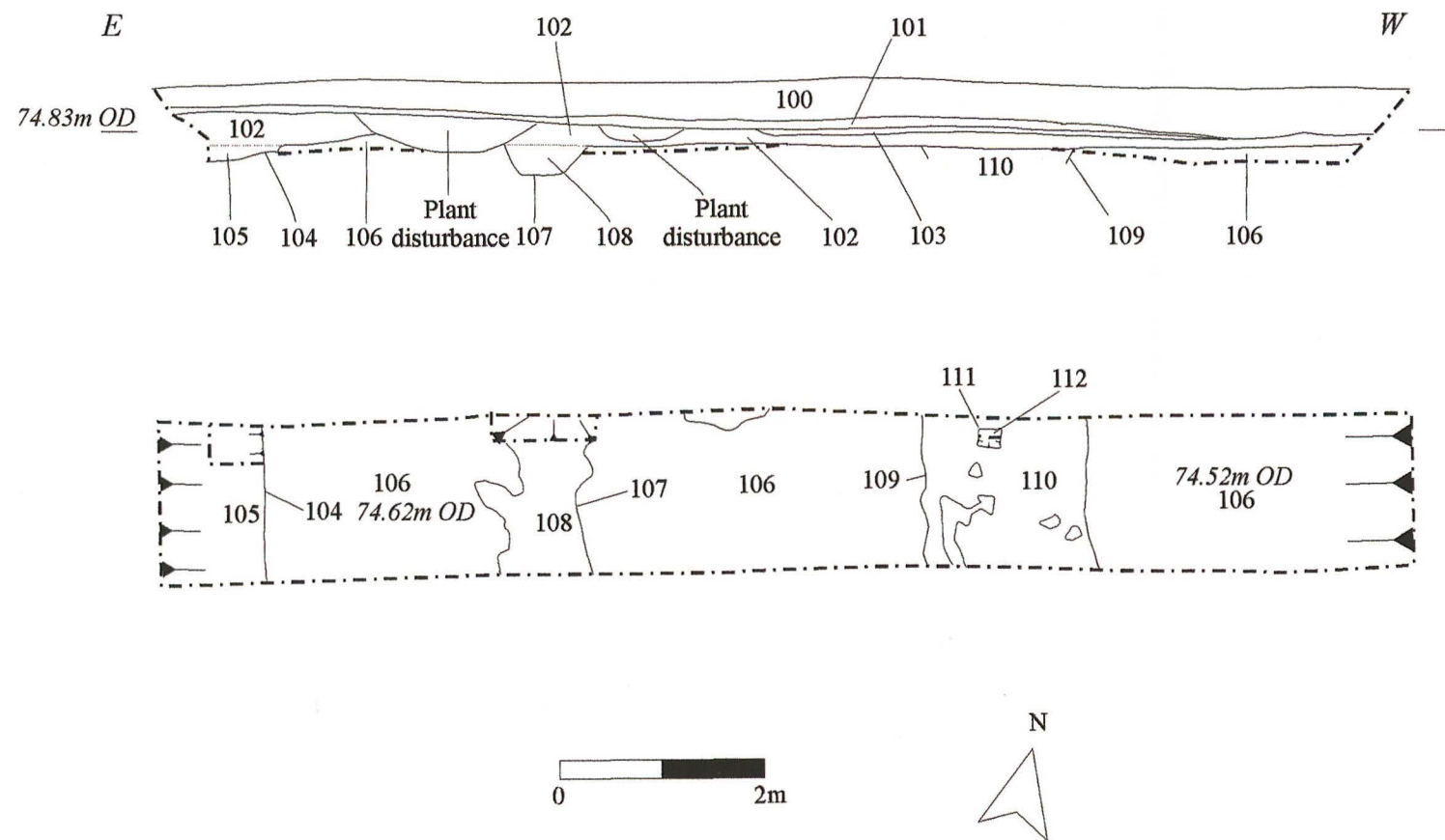


Fig. 3 Section and plan of Trench 1.

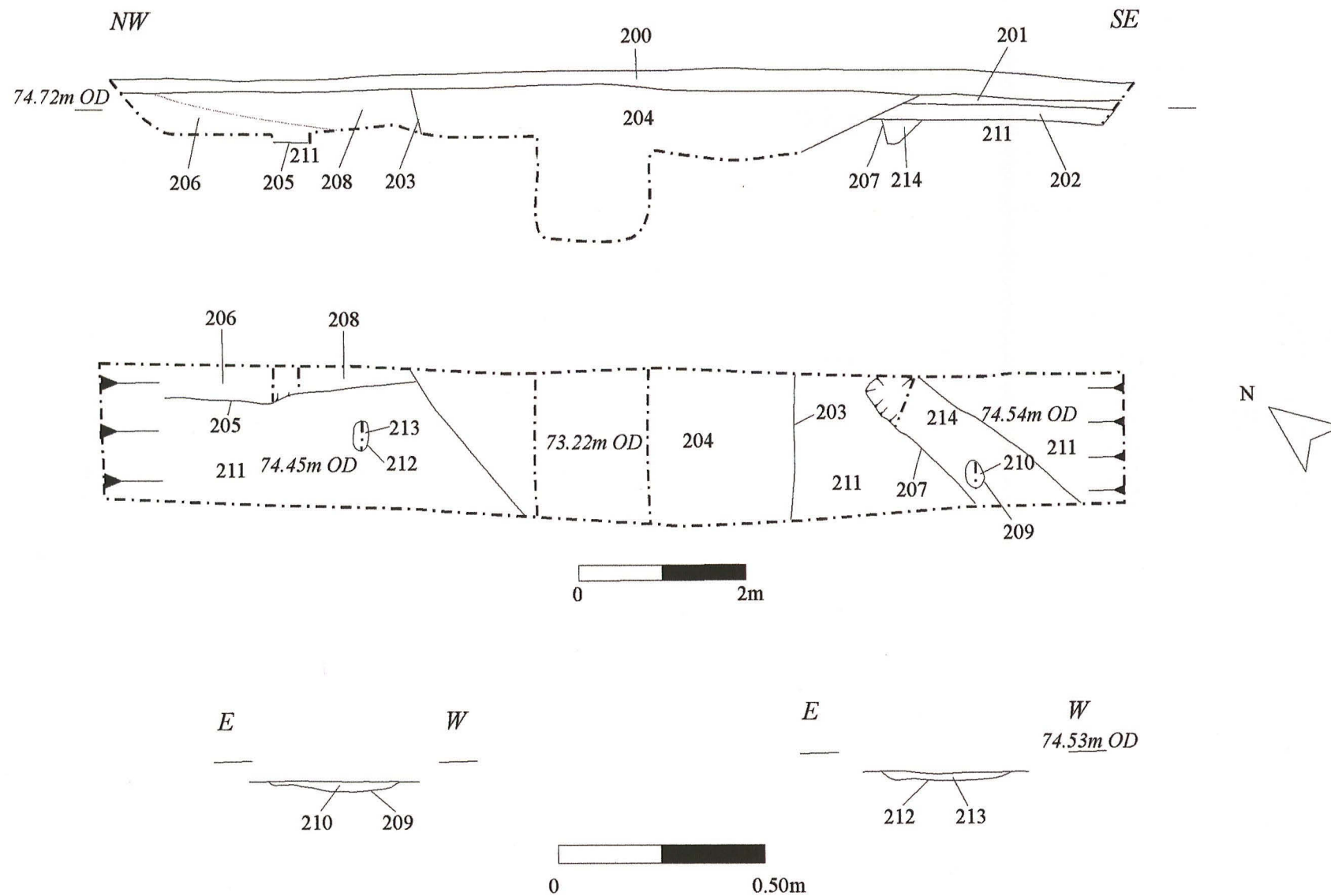


Fig. 4 Section and plan of Trench 2.

NW

SE

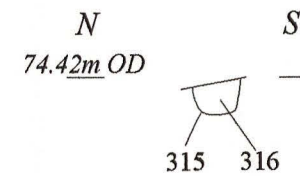
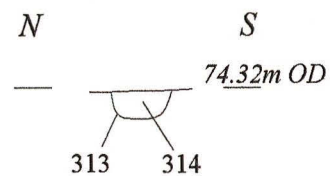
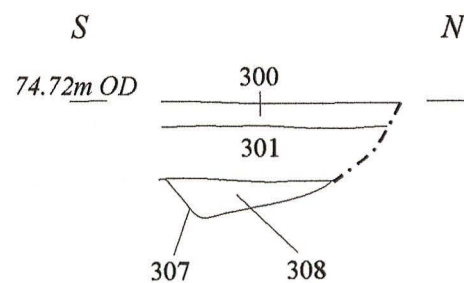
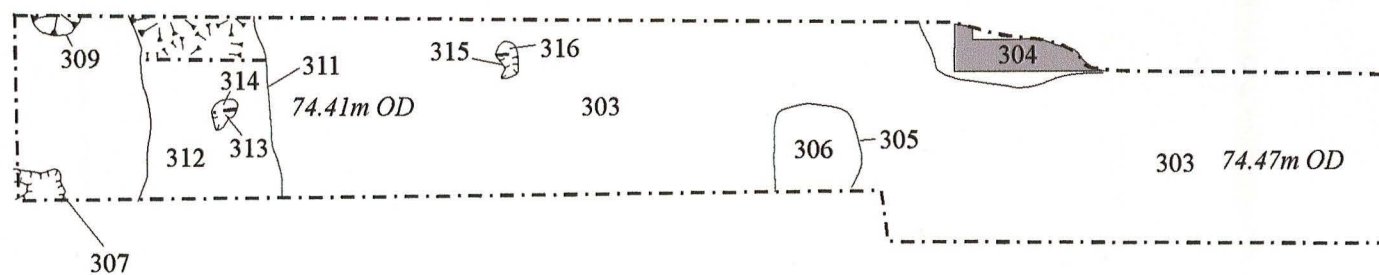
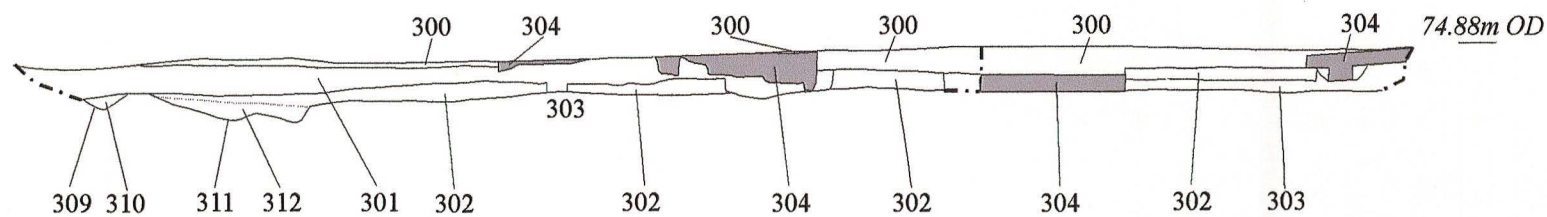


Fig. 5 Section and plan of Trench 3.

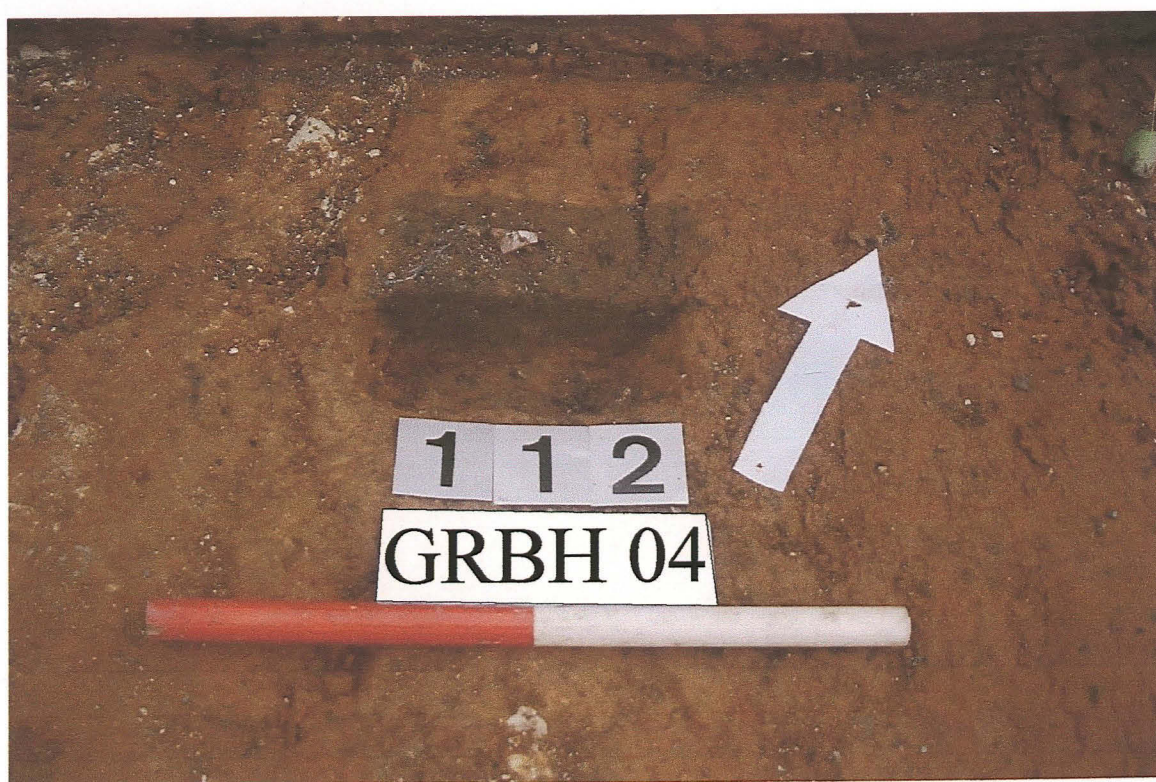
THE PLATES



Pl. 1 The proposed development site looking north-east.



Pl. 2 Trench 1 after cleaning, looking north-west. Scales 0.50m and 2m.



Pl. 3 Trench 1. Posthole 111, filled by 112, south-east facing section. Scale 0.50m.



Pl. 4 Trench 1. Natural feature 104, looking north-west. Scales 0.50m.



Pl. 5 Trench 1. Natural feature 107, looking north-west. Scales 0.50m.



Pl. 6 Trench 2 after cleaning, looking south-east. Horizontal scale 2m, vertical scale 0.50m.



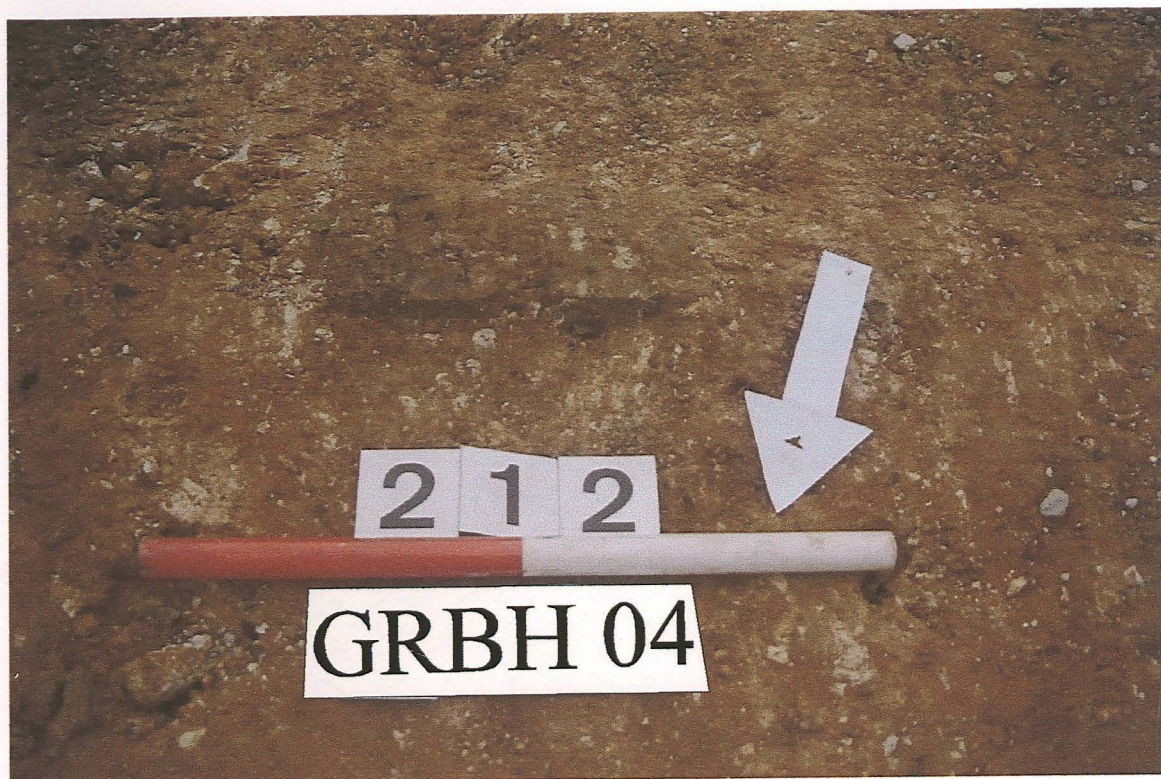
Pl. 7 Trench 2. Modern feature 203, looking north-east. Scale 2m.



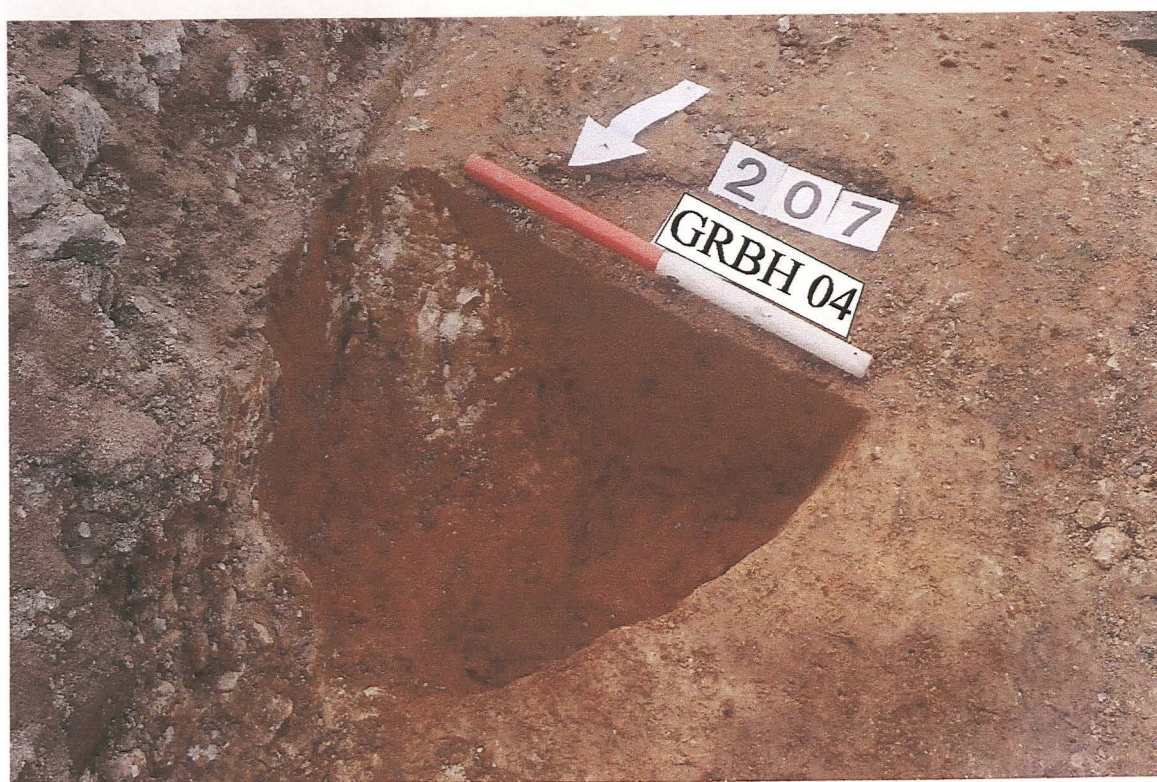
Pl. 8 Trench 2. Modern feature 205, looking south-east. Scale 0.50m.



Pl. 9 Trench 2. Pit 209, looking south-east. Scale 0.50m.



Pl. 10 Trench 2. Possible posthole 212, looking south-east. Scale 0.50m.



Pl. 11 Trench 2. Natural feature 207, looking south-east. Scale 0.50m.



Pl. 12 Trench 3 after cleaning, looking south-east. Scales 0.50m and 2m.



Pl. 13 Trench 3. Modern pit 305, looking west. Scale 0.50m.



Pl. 14 Trench 3. Posthole 309, looking north-east. Scale 0.50m.



Pl. 15 Trench 3. Posthole 313, looking north-east. Scale 0.50m.