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# LINDSEY ARCHAEOLOGICAL SERVICES

FRANCIS HOUSE SILVER BIRCH PARK GREAT NORTHERN TERRACE LINCOLN LN5 8LG

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## **CAISTOR WESTERN BYPASS**

### **Archaeological Evaluation**

#### **(Phase 2: Southern Section)**

Site Code CB95 Museum Accession No. 93.95

**for**

**Engineering and Consultancy Services  
Lincolnshire County Council**

**July 1995**

LINCOLNSHIRE  
COUNTY COUNCIL  
12 JUL 1995  
CITY AND COUNTY  
MUSEUM

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## **CAISTOR WESTERN BYPASS**

### **Archaeological Evaluation**

#### **(Phase 2: Southern Section)**

#### **Summary**

*Geophysical survey and trial excavation along the Caistor Bypass route in 1994 and 1995 failed to define archaeological features earlier than post-medieval in date. Given the lack of evidence from the fieldwork, it is suggested that activity on the western side of Caistor was possibly concentrated to the east of the stream running N-S along the east side of the northern half of the bypass route, from North Kelsey Road to the Caistor/Nettleton parish boundary. The high potential suggested by the Desk Top Study was not realised during the evaluation and the potential impact of the bypass construction on archaeology is considered to be low.*

#### **Introduction**

In May 1995, the second stage of an archaeological evaluation was undertaken by Lindsey Archaeological Services on behalf of Engineering Consultancy Services along the proposed Caistor Western Bypass. The bypass route skirts the west side of Caistor, linking the A46 between Caistor and Nettleton with North Kelsey Road on the western edge of Caistor, from TA 110 004 -TA 107 013 (Fig. 1). It has a total length of c.1.1 km, c.650 m of which were investigated through excavation in April 1994. The remaining 450m was the subject of this investigation.

Geophysical survey was carried out along the whole route in 1994 and had identified a number of anomalies, with the greatest density at the southern end. Trial trenches were dug across the geophysical anomalies in order to investigate the archaeological potential of the bypass corridor.

#### **Previous Work**

Lindsey Archaeological Services was originally commissioned to carry out a Desk Top Study of the area. The results of this study identified a number of archaeological sites in the vicinity of the by-pass route (Palmer Brown and Field 1994) (see Fig. 2). Part of this initial study included a magnetometer survey which was carried out in January 1994 along the complete length of the route by the Landscape Research Centre Ltd, in order to define possible archaeological features which would be directly affected by the development. Thirty 30 x 30 m grids were surveyed (Fig. 3) which showed a limited amount of activity along the route with a concentration of anomalies at the south end, close to the junction with the A46 (Lyall in Palmer Brown and Field 1994) (see Fig. 4).

A scheme for evaluating the route was devised in consultation with the Archaeology Section of Lincolnshire County Council. The proposal allowed for 17 trenches to be excavated to investigate anomalies identified along the route, together with investigation of some intervening 'blank' area. It was not possible to investigate the whole route at this time but in April 1994, eight trenches between 14 and 15m in length x 1.5 m in width, were dug to



examine possible features indicated by the geophysical survey along the northern sector of the route (Tipper 1994) (see Fig. 5).

Access to the southern part of the route (south of the parish boundary) was only possible in May 1995, the results of which form the subject of this report.

### **Method**

Trench positions were chosen to cross anomalies shown on the geophysical survey which might represent the presence of archaeological remains. These were marked onto a print-out of the geophysical survey and the positions were digitised and transferred to computer file.

Relating the geophysical survey and trench positions marked on the plans to true positions on the ground was achieved through the use of computer-generated co-ordinates, downloaded to a Geodimeter 640 Total Station.

Each end of the ten trenches was positioned and then marked by a peg, to an accuracy of  $\pm 10\text{mm}$ , ready for excavation by machine (Figs. 6 and 7).

This method saved L.C.C. staff from having to mark out the line of the bypass route. It also ensured that trenches were positioned accurately over the anomalies which required examination.

All trenches were cleaned using hoes and trowels after machining of the topsoil. They were all planned at a scale of 1:50 and sections of trenches containing features were also drawn at the same scale (Trenches 4,5,7 and 10). Only plans of Trenches 4,5,7 and 10 are reproduced in this report. The remaining drawings are held in the archive.

Archaeological features were assigned context numbers for recording purposes, which are referred to in the text and on the illustrations.

## **RESULTS**

### **Trenches 1-5**

Trenches 1 and 2. The only features found in these trenches were land drains. Those in Trench 1 were aligned NE-SW (Pl. 3) while those of Trench 2 were NW-SE. Trench 2 also showed signs of modern wheel rut disturbance at its western end (Pl. 4).

Trench 3, positioned NW-SE, had land drains aligned approximately NE-SW and EW. A linear ditch running N-S from the south east corner of the trench was shown upon excavation to be modern, having grass and wood in its base (Pl. 5). It may at some point have marked an earlier field boundary. No finds were retrieved.

Trench 4 revealed three parallel gullies aligned NE-SW measuring between 0.30-0.55m in width by 0.08-0.15m in depth which were interpreted as truncated furrows, their similar dark grey clay sand fills suggesting that they



belong to the same phase of activity (Fig. 8; Pl. 6). No finds were present in the excavated fills to date the features. Two struck flints were found in topsoil adjacent to Trench 4.

Furrow **117** was cut at its northern end by pit **115**. This circular feature only projected 0.30m into the trench and was 0.30m deep. It produced no dating evidence, but because it cuts furrow **117** it is likely to be post-medieval in date. Whether it is contemporary with posthole **119** (which still had its wooden post in situ) cannot be ascertained.

The NW end of Trench 4 also contained two irregularly shaped features. **107** was situated in the NW corner and measured 0.50m x 0.50m wide and 0.15m deep with an undulating base. **109** measured 0.50m long, 0.50m wide and 0.50m deep, it too had an undulating base. The irregular nature of these two features combined with the lack of finds suggests they are naturally occurring, possibly tree bolls. Three NE-SW field drains were also present in the trench.

Trench 5 was situated just west of the rapeseed crop positioned to pick up the anomalies in geophysical survey grid 4, which marked the western limit of dense magnetic anomalies (Fig. 8). Three linear features aligned E-W and interpreted as truncated furrows, were revealed (**159**, **161** and **163**) (Pl. 7). Their similar mottled brown sandy silt fills indicated they may be contemporary with one another, although lack of dating material limits any interpretation. The furrows measured 1.13-2.35m wide, 0.05 - 0.22m deep. One EW ditch **157** was found south of furrow **159** (Pl. 8). It was 1.75m wide and 0.5m deep. Two field drains were also present, one aligned NW - SE, the other, which cut furrow **163** was aligned NE - SW.

### **Trenches 6 - 10**

Located within the rapeseed crop, survey grids 1 - 4, west of the A46 Caistor Road where most of the anomalies of the magnetic survey were picked up.

Trench 6, the most westerly trench in the rapeseed, showed the transition from wind blown sand to clay outcrop. The blue-grey clay is located as a patch 4.90m from the NW trench edge approximately 1.40m wide before becoming more extensive 7.00m from the edge (Pl. 9). Two field drains aligned N-S cut through the clay.

### Trench 7 (Fig. 9)

A large feature **135**, possibly a pit, extended 5.20m into the western end of the trench (Pl. 10). Excavation showed it reached a depth of 0.60m. The pit produced 3 pieces of 16th-18th century pottery. The mid brown-grey sandy clay was cut by three field drains aligned NE-SW, NW-SE and E-W (Pls. 11 and 12). The E-W drain **167** was not visible on the surface, revealing itself only upon excavation (Pl. 11). A further four field drains (three of which were aligned E-W, one NE-SW) cut the natural blue-grey clay in the eastern half of the trench.



Trench 8 crossed the eastern limit of the blue-grey outcrop, the clay protruding 8.50m into the trench from the west, making its width approximately 20m from Trenches 6 to 8.

West of the blue-grey clay was a layer of mid brown sandy clay showing a great deal of root disturbance (**127**) (Pl. 13). It overlay yellow clay **128** situated towards the eastern half of the trench. **127** appears to be a subsoil, infilling the undulations of clay **128** to a level horizon. One NW-SE and three N-S land drains were also visible in this trench.

Trench 9 had one archaeological feature, an east-west aligned furrow **164** 1.20m wide, cut by a north-south running field drain at its eastern end (Pl. 14) and disturbed by a tree boll **131** to the west. At the south end of the trench there was also a land drain aligned ENE-WSW. A spread situated in the north-west corner proved to be little more than 10mm deep.

Trench 10, just west of the A46, produced evidence of more furrows aligned E-W, varying in width from 1.00 - 3.00m by 0.24 -0.40m depth (Fig. 10; Pl. 15). Four small gullies (**140**, **144**, **146** and **150**) interpreted as plough furrows ran parallel to furrow **142** (three to the north, one to the south ). Again, all had similar fills suggesting they are of the same phase of activity (Pl. 17).

Feature **148**, at the north end of the trench, had an ill-defined edge which could not be determined even after box sectioning (Pl. 16). With no true dimensions or known orientation, interpretation of this feature is difficult. Only one piece of pottery was found in its fill. Its surface was very eroded making identification uncertain but it was possibly a Black Burnished Ware rim sherd of Roman date. This was the only Roman find from the excavations and suggests that the feature was earlier than the rest of the features found on the site. Its grey silty sand fill also showed that it may have been filled naturally over a long period of time. It should be noted that the layer of soil **137** was present only at the northern end of trench 10, overlying **148**. It filled a depression at the top of the pit and may have been an upper fill of the feature. Alternatively it may have been all that remained of a subsoil, which survived later ploughing because it had settled over the depression above the pit **148**.

At the south end of the trench was a linear feature **138**, which may have been another ditch, gully or plough furrow (Pl. 18). There were no associated finds.

## Discussion

Results from the second phase of the evaluation were very much in line with those of the first phase of the project. The geophysical survey had picked up a greater density of features at the eastern end of the route (Fig. 7). Evaluation trenches were positioned to investigate the faint marks in the survey area and the majority were found to be the remains of medieval ridge

and furrow. The only other feature picked up by the geophysical survey was a rectangular anomaly, investigated in Trench 7 and identified as a possible pit (135). The lack of artefacts in the features makes it difficult to offer any more specific interpretation.

The high potential for archaeological remains which was suggested by the results of the preliminary Desk Top Survey, including the possible presence of Anglo-Saxon remains (Fig. 2.31 and 38), have not been borne out by the more intensive evaluation programme. Given the lack of both artefacts and features along the route it is considered that the likelihood of encountering archaeological remains during construction of the by-pass is low.

### **Acknowledgements**

The original research for the Desk Top Study was undertaken by Colin Palmer Brown and James Lyall of the Landscape Research Centre Ltd. Jess Tipper directed the Phase 1 evaluation and prepared the report. Ian Peters and Paul Wilkinson of Midland Surveying and Engineering set out the trench locations for the second phase of evaluation and prepared Figs. 6 and 7. The Phase 2 evaluation was directed by Mick McDaid with assistance from Rob Schofield and Malcolm Otter. The report was collated and produced by Jane Frost.

Naomi Field and Mick McDaid  
July 1995

### **References**

- Palmer Brown C. and Field N. 1994, *Caistor Western By-pass. Archaeological Desk Top Study and Geophysical Survey*. LAS report for ECS
- Tipper J. B. 1994, *Caistor Western Bypass: Northern Section. An Archaeological Evaluation*. LAS report for ECS.



## APPENDIX 1

### CAISTOR WESTERN BY-PASS (SOUTHERN END) CONTEXT LIST (SITE CODE CB95 Museum Accession Number 93.95)

No.	Type	Description	Trench
100	layer	topsoil	1
101	layer	natural - wind blown sand	1
102	layer	topsoil	2
103	layer	natural - wind blown sand	2
104	layer	topsoil	3
105	layer	natural - wind blown sand	3
106	fill	fill of 107	4
107	cut	tree boll	4
108	fill	fill of 109	4
109	cut	tree boll	4
110	fill	fill of 111	4
111	cut	furrow	4
112	fill	fill of 113	4
113	cut	furrow	4
114	fill	fill of 115	4
115	cut	pit?	4
116	fill	fill of 117	4
117	cut	furrow	4
118	fill	fill of 119	4
119	cut	modern post hole	4
120	layer	natural - wind blown sand	4
121	layer	topsoil	4
122	layer	topsoil	6
123	layer	blue grey clay	6
124	layer	natural - wind blown sand	6
125	layer	topsoil	8
126	layer	grey blue clay	8
127	layer	brown sand clay	8
128	layer	yellow clay	8
129	layer	topsoil	9
130	fill	fill of 131	9
131	cut	tree boll	9
132	layer	grey blue clay	9
133	layer	topsoil	7
134	fill	fill of 135	7
135	cut	pit?	7
136	layer	blue grey clay	7
137	layer	subsoil	10
138	cut	furrow	10
139	fill	fill of 138	10

No.	Type	Description	Trench
140	cut	plough furrow	10
141	fill	fill of 140	10
142	cut	furrow	10
143	fill	fill of 142	10
144	cut	plough furrow	10
145	fill	fill of 144	10
146	cut	plough furrow	10
147	fill	fill of 146	10
148	cut	ditch?	10
149	fill	fill of 148	10
150	cut	plough furrow	10
151	fill	fill of 150	10
152	layer	natural	10
153	layer	topsoil	10
154	layer	topsoil	5
155	layer	subsoil	5
156	fill	fill of 157	5
157	cut	ditch	5
158	fill	fill of 159	5
159	cut	furrow	5
160	fill	fill of 161	5
161	cut	furrow	5
162	fill	fill of 163	5
163	cut	furrow	5
164	cut	furrow	9
165	fill	fill of 164	9
166	spread	brown sand clay	9
167	cut	land drain	7
168	fill	fill of 167	7
169	fill	fill of 170	3
170	cut	ditch	3

## **Appendix 2 Contents of Site Archive**

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Site trench plans (1:50) 10

Trench Section drawings (1:50) 4

Photographs

Film no. 95/14 negs. 19A-36A

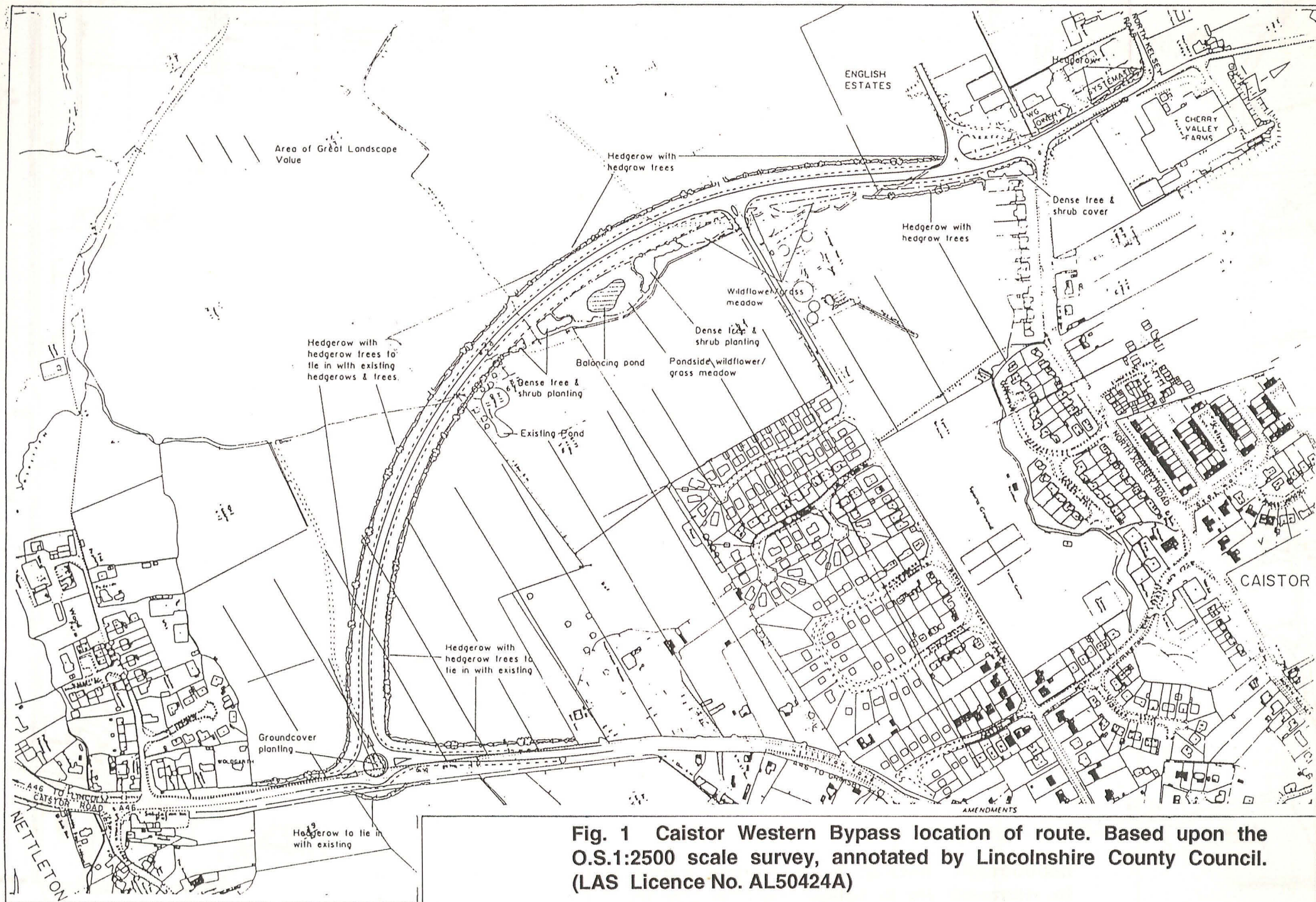
Film no. 95/15 negs. 0A-35A

Pottery finds list/ archive

Site Brief (February 1993)

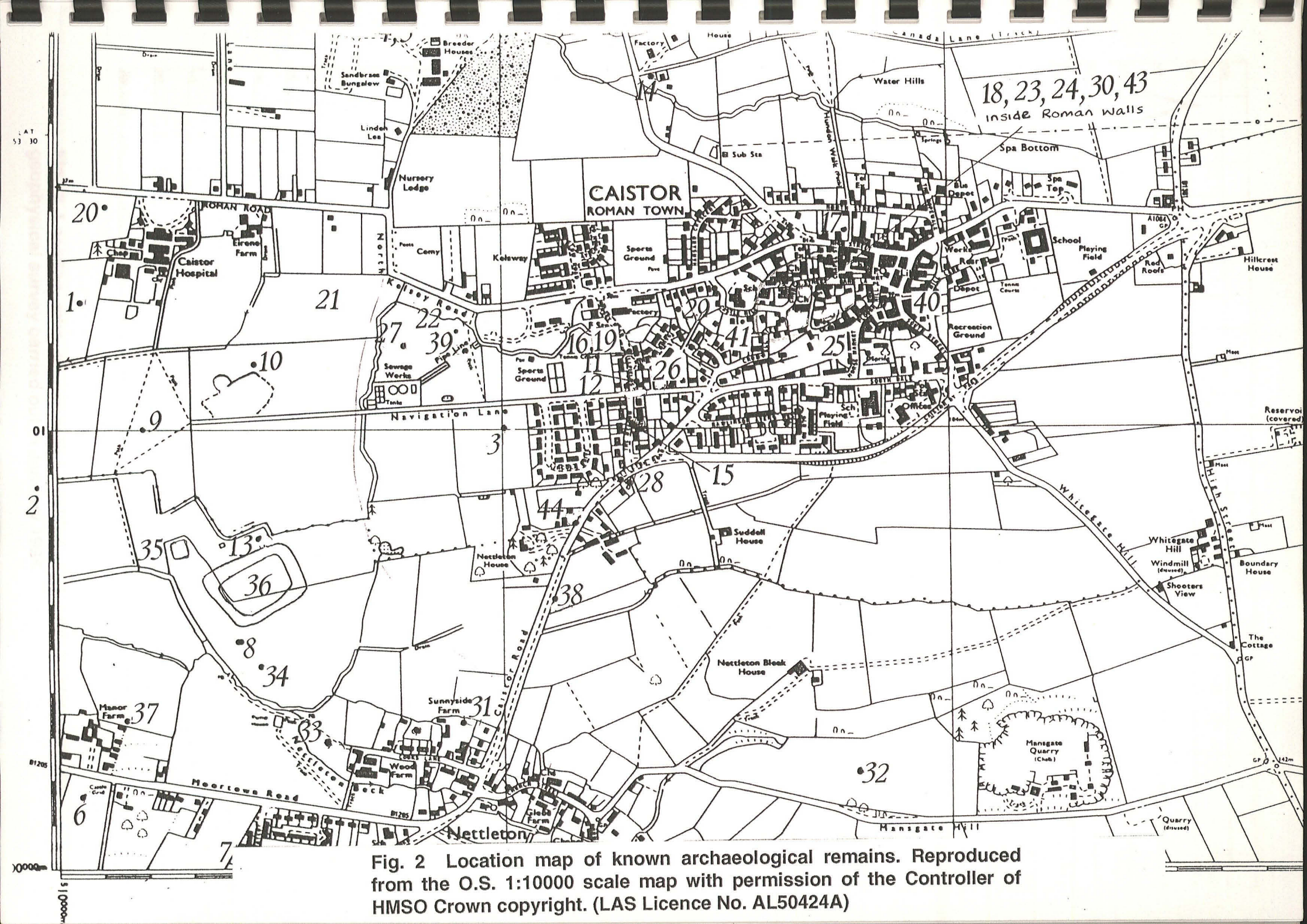
Correspondence



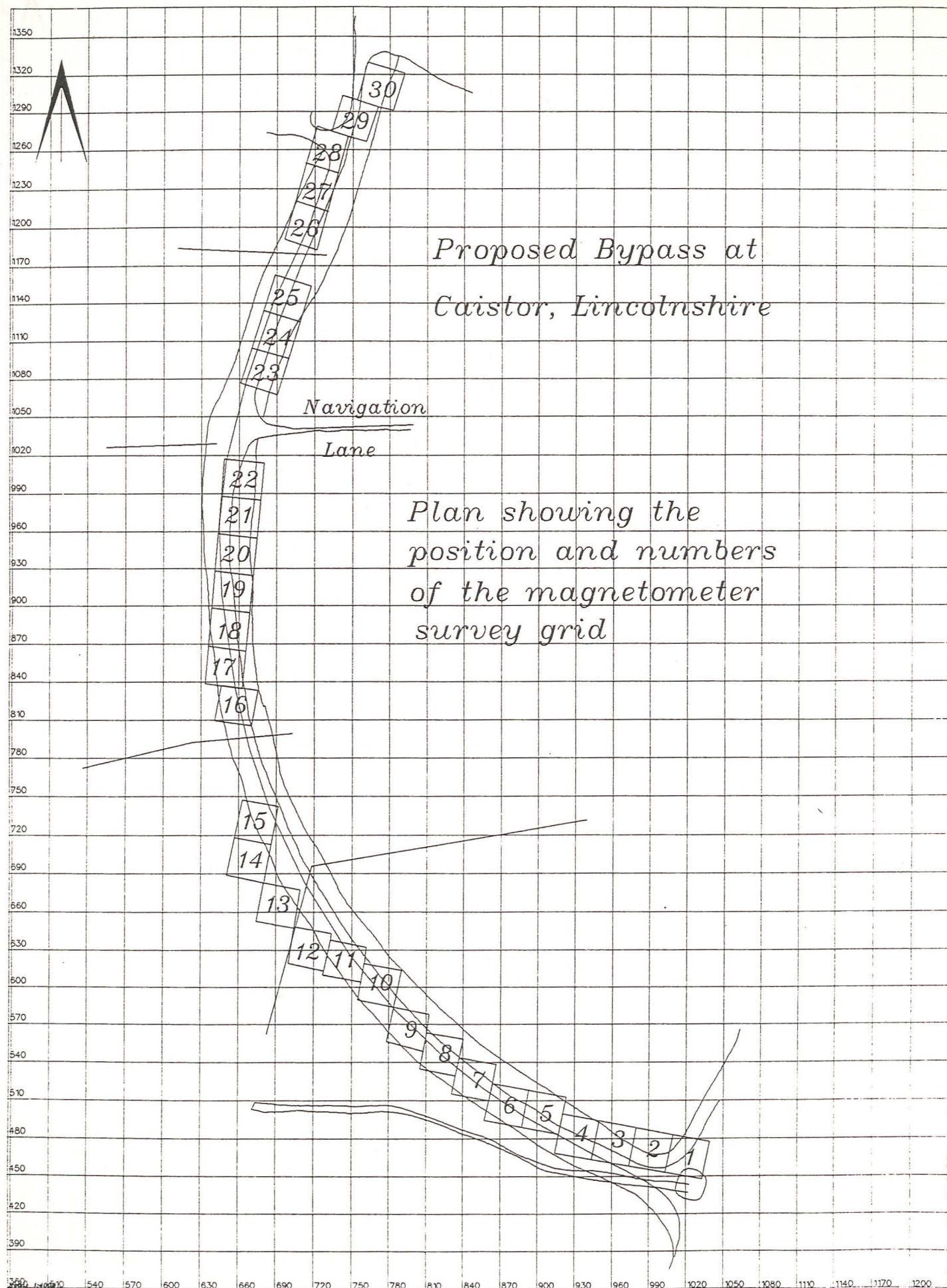


**Fig. 1 Caistor Western Bypass location of route. Based upon the O.S.1:2500 scale survey, annotated by Lincolnshire County Council. (LAS Licence No. AL50424A)**













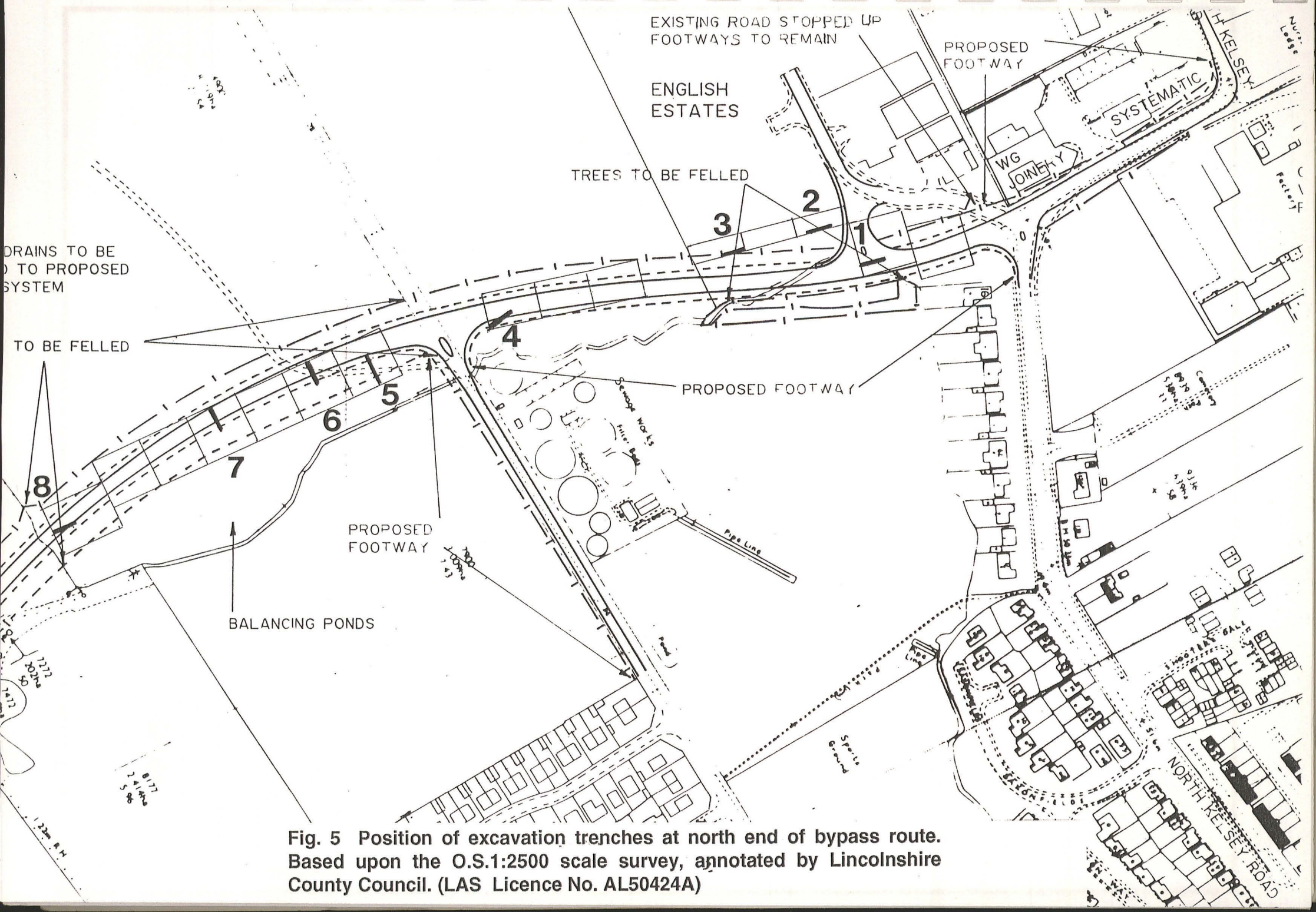
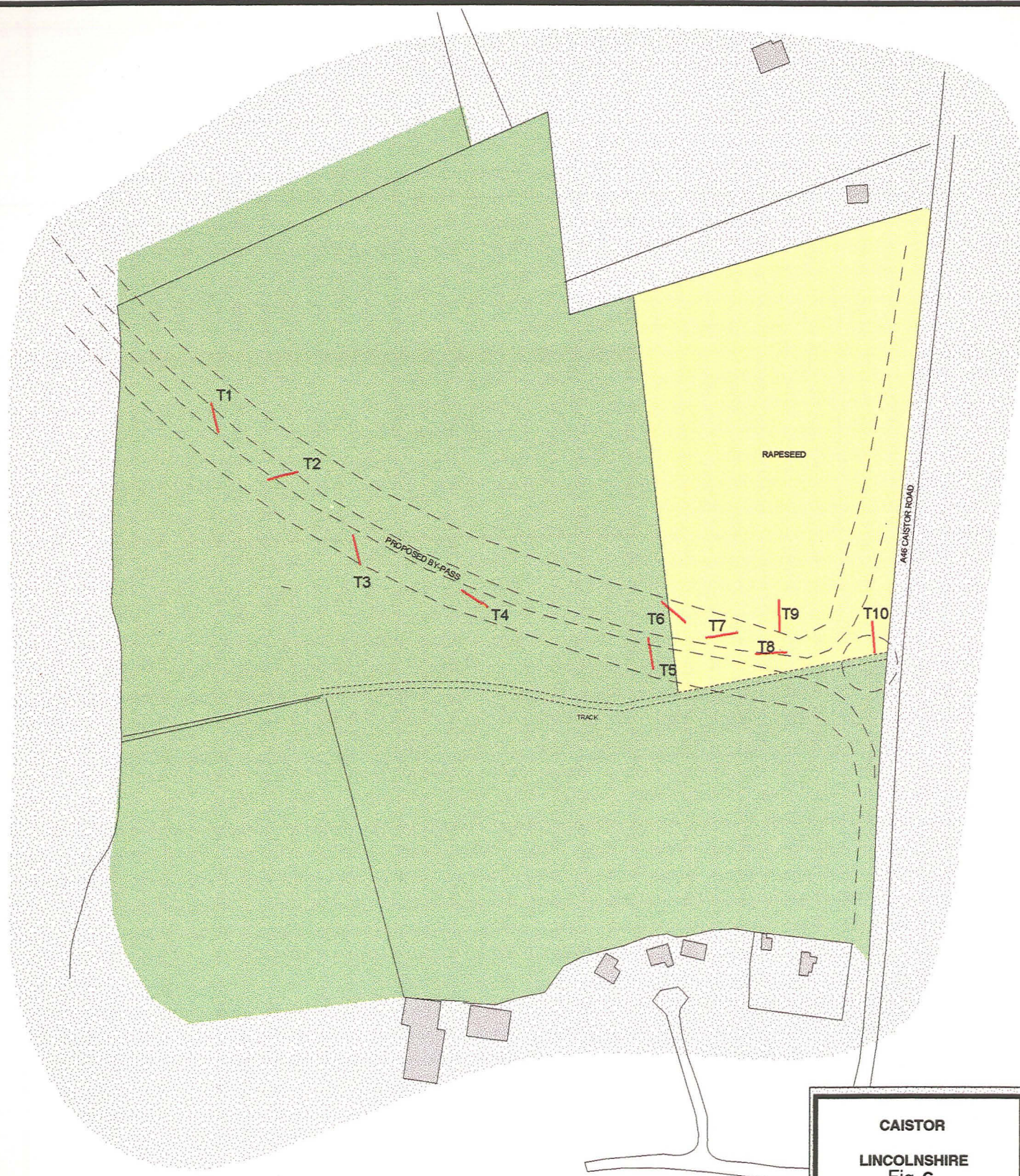


Fig. 5 Position of excavation trenches at north end of bypass route. Based upon the O.S.1:2500 scale survey, annotated by Lincolnshire County Council. (LAS Licence No. AL50424A)





**CAISTOR**  
**LINCOLNSHIRE**  
**Fig.6**

TRENCH LOCATIONS



FRANKS HOUSE  
ST. PETER BISHOP PARK  
GREAT NORTHERN TERRACE  
LINCOLN  
LIN. S.E.10  
TEL: 01522 544554

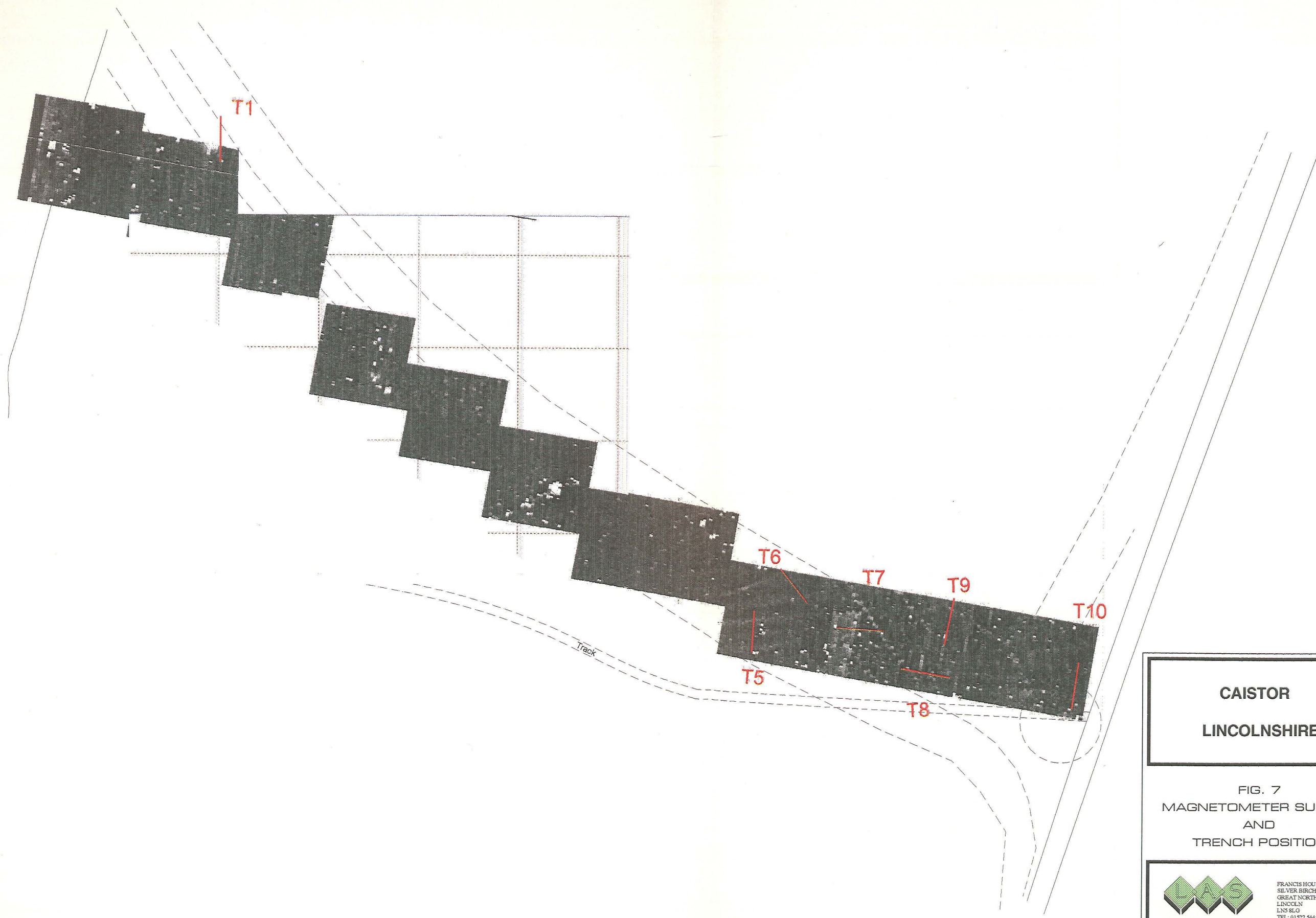
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DATE: 17 / 6 / 95

PLAN NUMBER:

MSE / LIN / 226





**CAISTOR  
LINCOLNSHIRE**

**FIG. 7  
MAGNETOMETER SURVEY  
AND  
TRENCH POSITIONS**



FRANCIS HOUSE  
SILVER BIRCH PARK  
GREAT NORTHERN TERRACE  
LINCOLN  
LN5 8LQ  
TEL: 01522 544554

SCALE: N.T.S. DATE: 4/7/95  
PLAN NUMBER: MSE / LIN / 226A



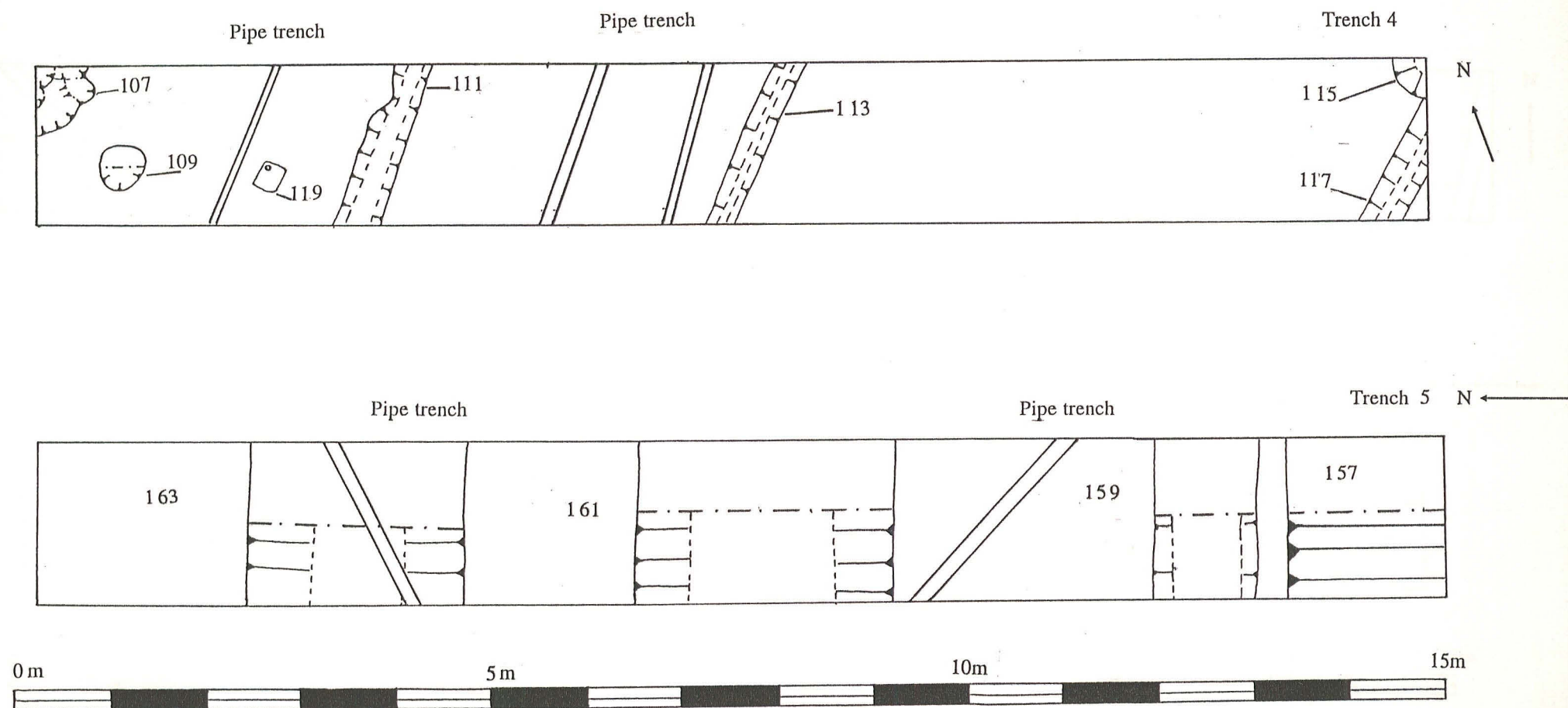


Fig. 8 Plans of Trenches 4 and 5 . Scale 1:50 (M. McDaid)

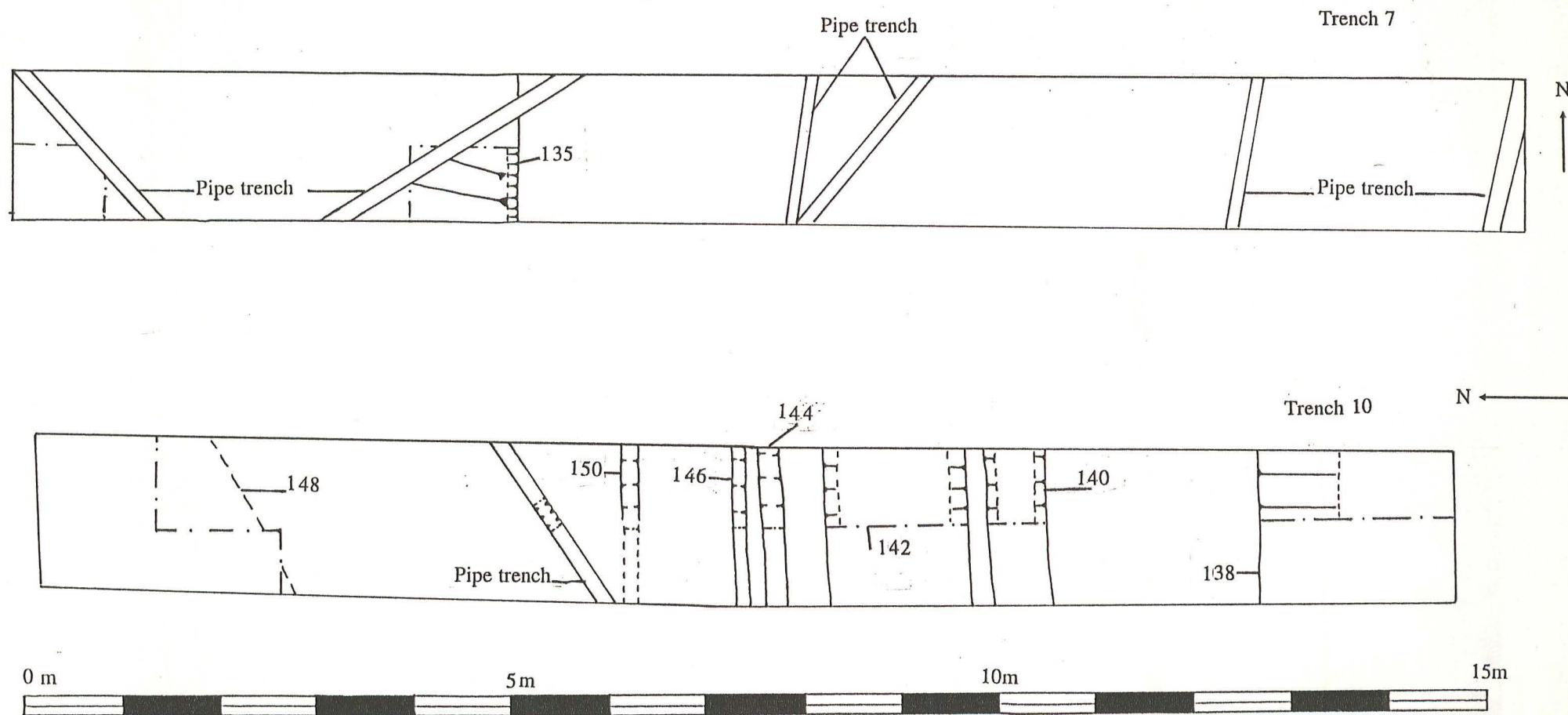


Fig. 9 Plans of Trenches 7 and 10. Scale 1:50 (M.McDaid)





Pl. 1. General view of eastern half of survey area.

Pl. 2. General view of western half of survey area.







Pl. 3. Trench 1. (view north west).



Pl. 4. Trench 2. (view north east).





Pl. 5. Trench 3. (view north).



Pl. 6. Trench 4. (view north west).





Pl. 7. Trench 5. (view north).

Pl. 8. Trench 5. Possible ditch at south end.







Pl. 9. Trench 6. (view south east).



Pl. 10. Trench 7. (view east).





Pl. 11. Trench 7. 2 field drains at west end of trench cutting through earlier feature.

Pl. 12. Trench 7. Field drain (line of chalk rubble) crossing edge of earlier feature 135.







Pl. 13. Trench 8. (view west).



Pl. 14. Trench 9. (view north).





Pl. 15. Trench 10. (view north).

Pl. 16. Trench 10. (148) at north end of trench - not fully excavated.







Pl. 17. Trench 10. Shallow features in centre of trench.





PI. 18. Trench 10. Furrow 138 at south end of trench.