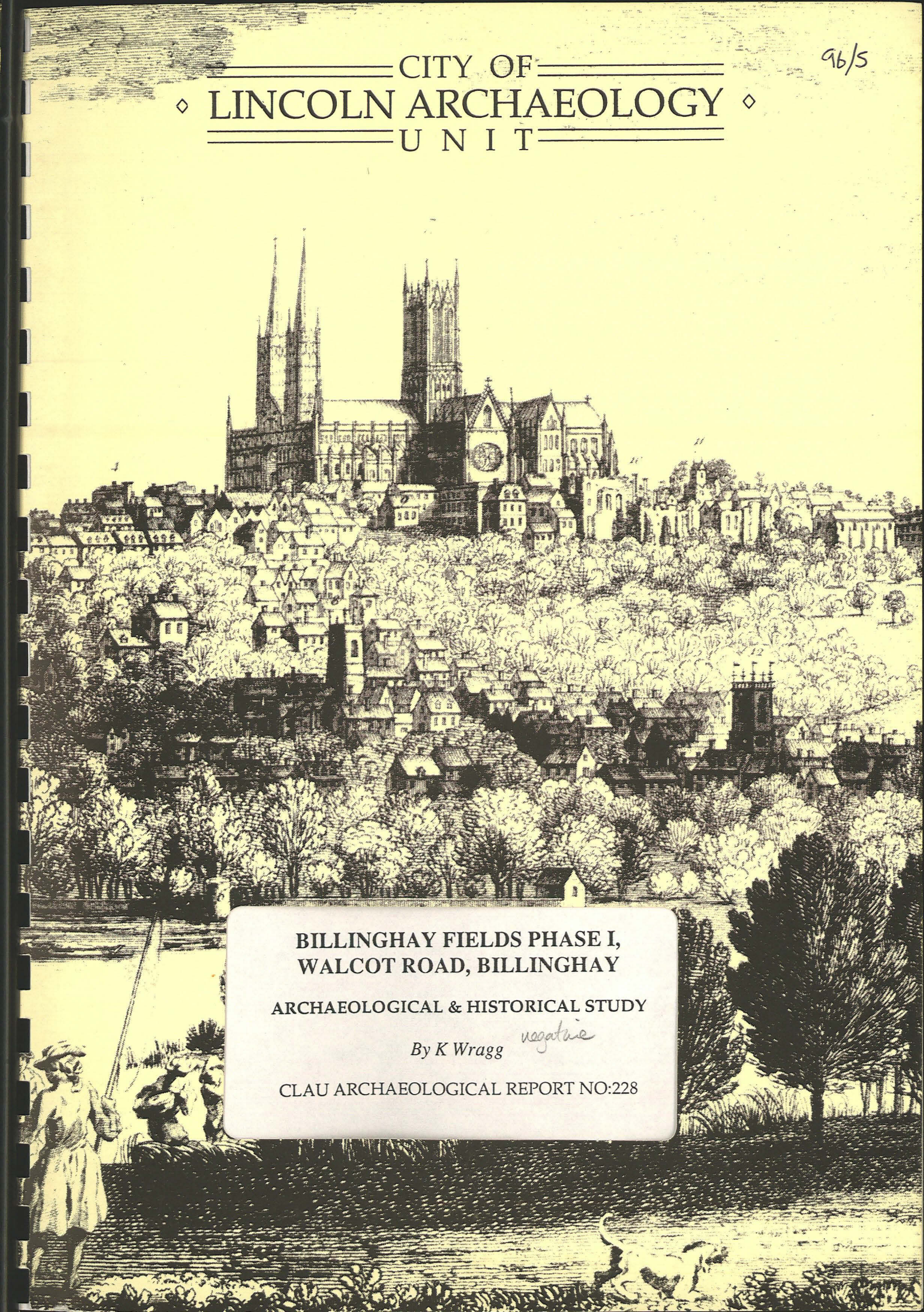


CITY OF
◇ LINCOLN ARCHAEOLOGY ◇
U N I T

96/5



BILLINGHAY FIELDS PHASE I,
WALCOT ROAD, BILLINGHAY

ARCHAEOLOGICAL & HISTORICAL STUDY

By K Wragg *negative*

CLAU ARCHAEOLOGICAL REPORT NO:228

Event LI 3110
Sowa LI 7830
LI 7831

A
Report to
Hart Properties (Lincoln) Ltd

negative

March 1996

TF 14430 55257

Prepared by

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Archaeological Investigation

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BILLINGHAY FIELDS PHASE I, WALCOT ROAD, BILLINGHAY, LINCOLNSHIRE.

ARCHAEOLOGICAL INVESTIGATION

1.0 INTRODUCTION

Proposals for this site involved the construction of over thirty residential dwellings, on a parcel of land previously used for arable cultivation, covering an area of approximately 130m N-S x 110m E-W. In addition to the necessary groundworks for the houses themselves (initially involving a general removal of the topsoil layers in the locations of the individual house plots, followed by excavation for foundations), further trenching and site-stripping was required for access roadways and services including a deep storm-water drain feeding directly into the Car Dyke.

In view of the proximity of the Car Dyke (thought to have been created during the Roman period), c. 500m to the east, and the discovery of archaeological finds in areas surrounding the site (see 2.0, below), it was decided, by North Kesteven District Council, that all groundworks on the site should be monitored archaeologically, in order to ensure that any extant archaeological remains or features would be recorded.

Accordingly, during April 1995 the City of Lincoln Archaeology Unit was commissioned by Hart Properties to carry out an intermittent watching brief on the site, in order to comply with an archaeological condition of planning consent. Observation was carried out on the site between 10th April and 30th August 1995.

The information in this document is presented with the proviso that further data may yet emerge. The Unit, its members and employees cannot, therefore, be held responsible for any loss, delay or damage, material or otherwise, arising out of this report. The document has been prepared in accordance with the terms of

the Unit's Articles of Association, the Code of Conduct of the Institute of Field Archaeologists, and *The Management of Archaeological Projects 2* (English Heritage, 1991).

2.0 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

The Car Dyke is one of only two artificial canals or drains in Lincolnshire generally accepted as being of Roman construction (the other being the Fosse Dyke, to the west of Lincoln). It is fifty-six miles long, dug along the eastern edge of the limestone escarpment, and connects the Nene (to the east of Peterborough) with the Witham (two to three miles to the east of Lincoln).

Roman settlements have been discovered liberally scattered on the low-lying ground on either side of the Car Dyke, and it would appear likely that the majority of the settlement began around A.D.120. It is conceivable that the settlement and the cutting of the canal can be seen as imperial planning of the emperor Hadrian, on the occasion of his visit to this country.

The scale of the cutting suggests that the primary function of the canal was transport, presumably using barges, with a variety of commodities, ranging from grain and foodstuffs to fuel, probably including peat and coal (the latter from Nottinghamshire), being transported between Cambridgeshire, Lincolnshire, Nottinghamshire and the north (all refs. Whitwell, 1970)

While a Roman (or indeed earlier) settlement has not been positively identified at Billingham, it is certain that the village was in existence in the medieval period, with references to be found in the Domesday Book, and Early English (late 12th-13th centuries) architecture to be seen in parts of the parish church of St. Michael (Pevsner et al, 1989).

In addition to the historical evidence relating to the Car Dyke and Billingham village itself, the Lincolnshire Sites and Monuments Record shows several isolated find-spots around the site. Discoveries over the years have included a Neolithic polished stone axe, a "Petit Tranchet" flint arrowhead, a late Bronze Age socketed axe, and the handle of a post-medieval bronze vessel, all reinforcing the

position of Billingham within the historic landscape of Lincolnshire.

3.0 RESULTS

Archaeological observation was carried out over the majority of the site during the "site-strip" phase of the groundworks. This was then followed by more localised investigation, during trenching for foundations and services.

No obvious features were revealed during the stripping operations, which involved removal of the topsoil layer to a depth of approximately 300-350mm. The topsoil itself comprised a moderately compacted, mid brown, slightly clayey, sandy earth containing only occasional to moderately frequent rounded and sub-rounded pebbles, together with the remains of part-grown crop (clay 10%; sand 30%; earth 40%; inclusions 20%). This layer was present across the site and was between 300mm-700mm thick.

As trenching for foundations (to an average depth of 500mm below the stripped ground surface), and services (c.3.50-3.70m below stripped surface), commenced, the underlying natural (i.e., geological) deposits present on the site were revealed.

The earliest deposit was a well compacted, mid-light grey clay, containing only occasional small pebbles, both whole and shattered, which was at least 2.0m thick to the limit of excavation (L.O.E.). The clay was then overlain by a layer of moderately compacted, friable, mid orange coarse grained sand, containing frequent small-medium sized rounded and sub-rounded pebbles (sand 50%; inclusions 50%), which was seen to be up to approximately 1.2m thick and was sealed by the previously described topsoil deposit.

4.0 CONCLUSIONS

Notwithstanding the potential of the site, as related above, the results from this watching brief have proved to be largely negative, with no evidence (with the notable exception of the Car Dyke itself) of any archaeological features predating the 20th century. Finds recovered from the site were limited to 1 piece of possible quern/grinding stone, of indeterminate date.

At the time of writing, construction work is still in progress, but in view of the complete lack of results thus far, it has been decided, following consultation with the District Archaeological Officer, to curtail archaeological attendance on the site.

5.0 ACKNOWLEDGEMENTS

The City of Lincoln Archaeology Unit would like to thank the following for their assistance during this project: Mr Mike Todd & Mr Harry Bowles, Hart Properties (Lincoln) Ltd, Welbourn, Lincoln, LN5 0ND; Ms Nicola Nuttall, North Kesteven District Archaeological Officer.

6.0 BIBLIOGRAPHY

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7.0 LHA NOTE/ARCHIVE DETAILS

7.1 LHA NOTE DETAILS

CLAU CODE: BIL95

PLANNING APPLICATION NO.:

FIELD OFFICER: K.Wragg

NGR: TF 1430/5540 TF 14430 55257

CIVIL PARISH: Billingham

SMR No.: -

DATE OF INTERVENTION: 10/04/95-
30/08/95

TYPE OF INTERVENTION: Watching Brief

UNDERTAKEN FOR: Hart Properties
(Lincoln) Ltd, Welbourn, Lincoln, LN5 0ND.

7.2 ARCHIVE DETAILS

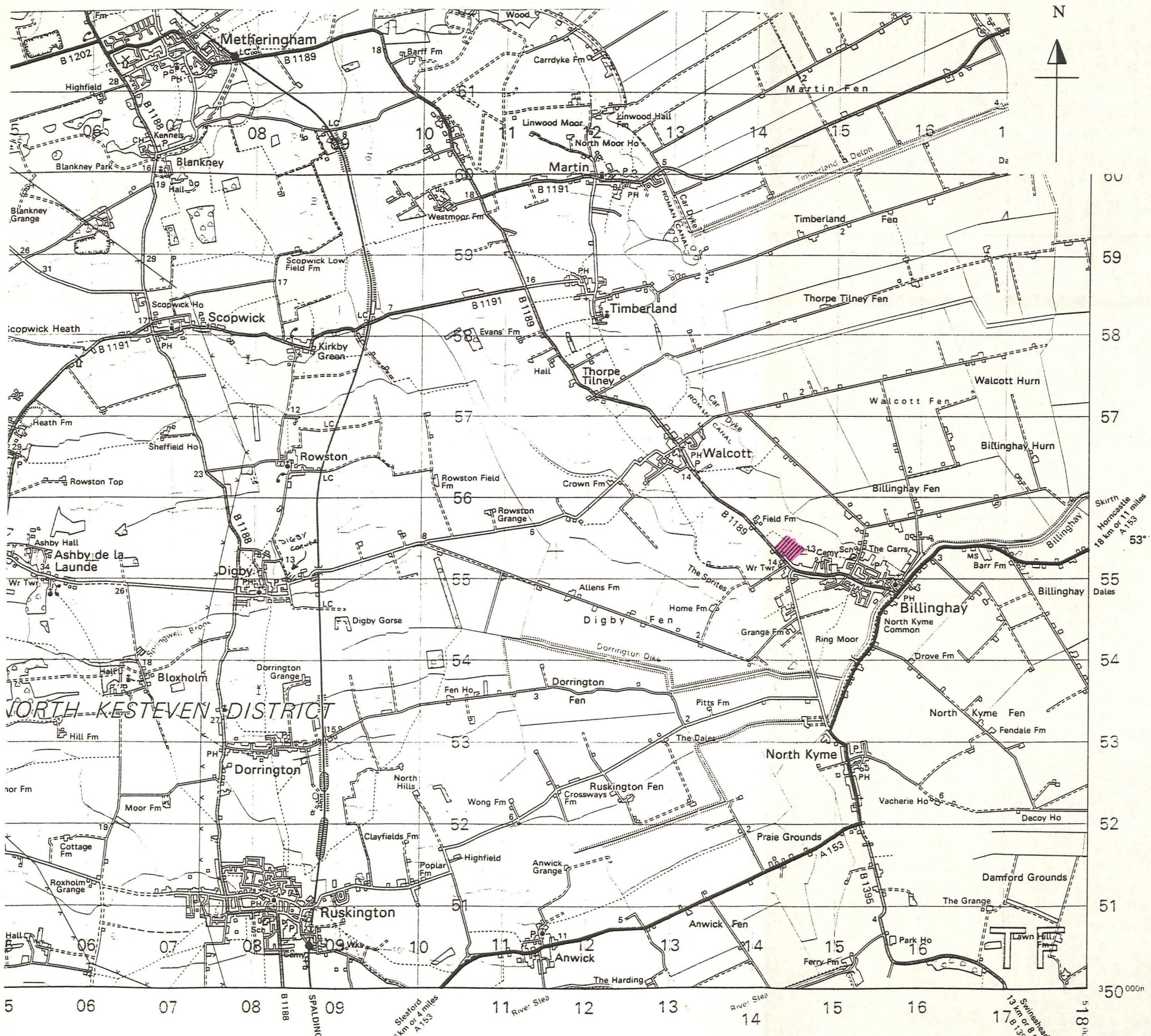
PRESENT LOCATION: City of Lincoln
Archaeology Unit, Charlotte House, The
Lawn, Union Road, Lincoln, LN1 3BL;


FINAL LOCATION: The City and County
Museum, Friars Lane, Lincoln;

MUSEUM ACCESSION No.: 46.95

ACCESSION DATE: -

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: BIL95	PLAN/ELEV/SECTION NO:	
CLIENT: Hart Properties (Lincoln) Ltd.		
DESCRIPTION: Site Location Plan		
SCALE: 1:50 000	ARCHIVE NO:	
DRAWN BY:	CHECKED:	DATE:
MUSEUM ACCESSION NO: 46.95		

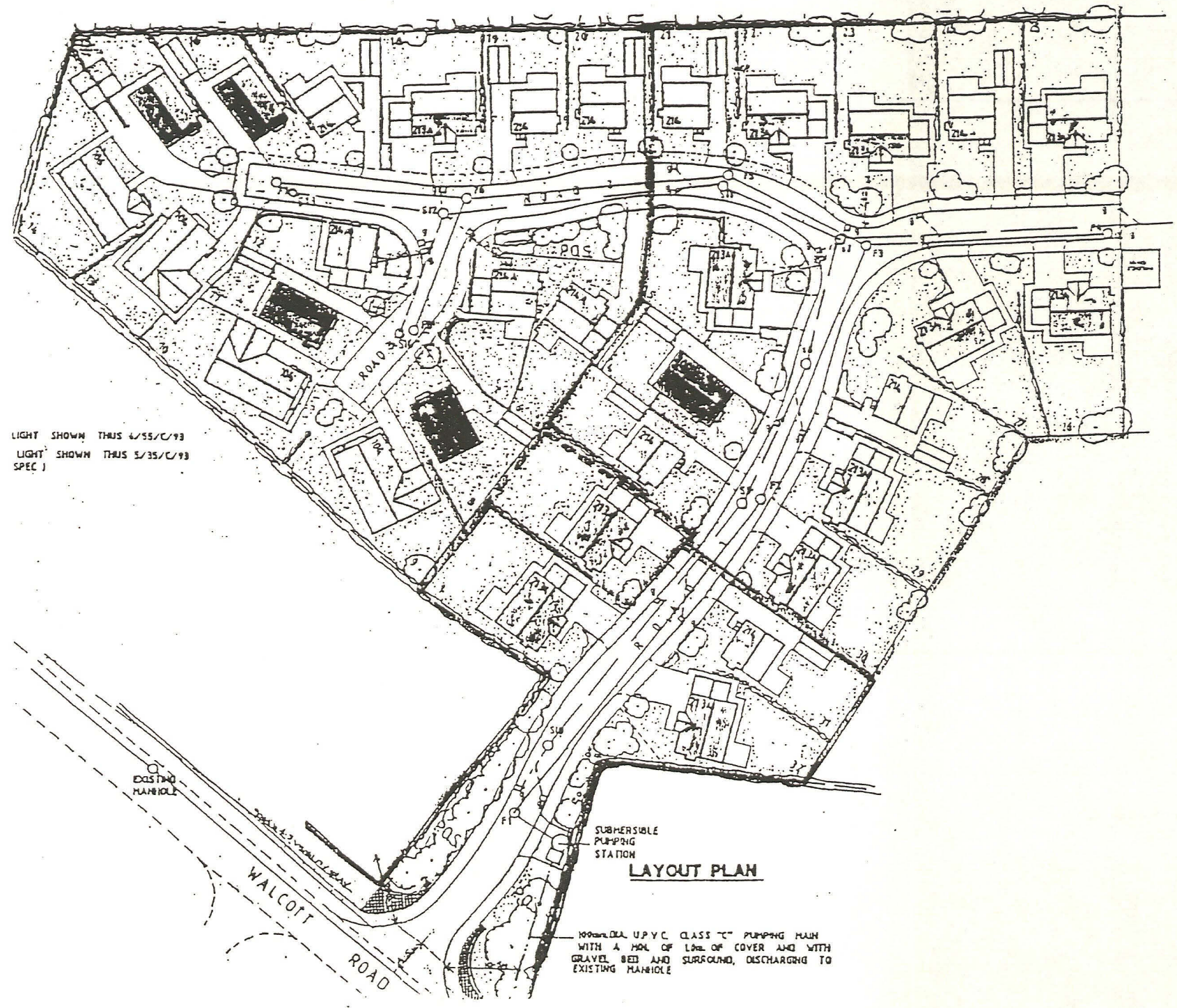


KEY
 Location of Site

Reproduced from the 1978 Ordnance Survey 1:50 000 Landranger (121) map with the permission of The Controller of Her Majesty's Stationery Office. © Crown copyright.

Fig.1

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: BIL95	PLANE/ELEV/SECTION NO:	
CLIENT: Hart Properties (Lincoln) Ltd.		
DESCRIPTION: Site Plan		
SCALE: N.T.S.	ARCHIVE NO:	
DRAWN BY:	CHECKED:	DATE: 29/03/96
MUSEUM ACCESSION NO: 46.95		



LIGHT SHOWN THUS 4/55/C/93
 LIGHT SHOWN THUS 5/35/C/93
 SPEC 1

LAYOUT PLAN

1000mm DIA UPVC CLASS 'C' PUMPING MAIN
 WITH A 100mm OF COVER AND WITH
 GRAVEL BED AND SURROUND, DISCHARGING TO
 EXISTING MANHOLE