



LINDSEY ARCHAEOLOGICAL SERVICES

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98/14

Event LI1584

Source LI6385

Land to the south of
Bardney Road, Heighington

NGR: TF 0510 7000
Planning Application N/13/251/97 and N/13/942/96
LCNCC Museum Accn. No. 129.98
Site Code: HBR 98

Archaeological Watching Brief

report prepared for Mrs M. Fillingham

LAS Report No. 296

June 1998

Lincolnshire County Council
Archaeology Section

23 JUN 98

ack 24 June
acceptance 23/09/98

Figures

- Fig. 1** Location of the site (based on the 1957 Ordnance Survey 1: 25,000 map, Sheets TF 06 and TF 07. © Crown Copyright, reproduced with the permission of the Controller of HMSO. LAS licence no. AL 50424A).
- Fig. 2** Location of the monitored development (Davis, after a plan supplied by the client).
- Fig. 3** Plan of the foundation trenches monitored (Davis, after a plan supplied by the client).

Plates

- Pl. 1** Location of the monitored groundworks close to the assumed position of the Car Dyke, visible as a depression beside Washingborough Road (looking NE).
- Pl. 2** Soil discoloration thought to mark a naturally backfilled tree throw-hole (looking NE).

Land to the south of Bardney Road, Heighington Archaeological Watching Brief

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Summary

A watching brief during excavation of foundation trenches close to the Car Dyke found no evidence of any archaeological activity.

Introduction

Lindsey Archaeological Services (LAS) was commissioned by Mrs M. Fillingham in May 1998 to conduct a watching brief during excavation of footings for a new bungalow (Figs. 1 and 2).

The watching brief was conducted in accordance with the requirements of the North Kesteven Heritage Officer in her Brief dated April 24th 1997.

The purpose of the Watching Brief was to record any archaeological deposits disturbed during groundworks at the site.

Site Description

The site lies outside the village of Heighington on the west side of the Bardney - Washingborough Road (Pl. 1). The road follows the course of the Roman Car Dyke canal at this point.

Archaeological Background

The building plot is located 400m NW of a cluster of known Romano-British pottery and tile kilns. Further kilns and evidence of Romano-British occupation has been recorded north of Branston Moor. It is assumed that the kilns were sited to use clay and sand deposits for manufacture and the Car Dyke for transport.

Method

The watching brief was conducted by the author on 22nd May 1998. Footings for the bungalow were excavated with a JCB fitted with 0.6m wide toothed bucket to a depth of about 0.9m. The machining was monitored and the resultant trench faces inspected. Anomalies of soil coloration were investigated. A photographic record was made of the works on site.

Results of the Watching Brief (Fig. 3)

No features of archaeological significance were found. Ceramic land drains crossed the site of the bungalow, and the sand-filled throw-hole left by an uprooted sapling or small tree was noted (Pl. 2).

The topsoil within this field has been thinned to about 0.25m maximum as a result of turf farming, including some topsoil which has been imported from Bardney Sugar Factory and elsewhere for replenishment. The topsoil overlies sand with grey patches which was slightly clayier towards the base of the trenches.

The author contacted the North Kesteven Heritage Officer after monitoring of the bungalow footings and it was agreed that no monitoring of excavations for the garage and septic tank to the rear of the bungalow would be required.

Conclusion

As intended, the revised siting of the bungalow 42m from the present course of the Car Dyke caused no damage to any archaeological deposits associated with that feature.

Acknowledgements

LAS would like to thank Mr and Mrs Fillingham, the groundwork team and Kate Orr (North Kesteven Heritage Officer) for their cooperation.

Illustrations were prepared by Liz Davis based on original plans supplied by the client. The report was collated and produced by Jane Frost.

Geoff Tann
Lindsey Archaeological Services
16th June 1998

Archive Summary

Correspondence

Photographs:

colour prints LAS film no. 98/61/26-29

Annotated site plans (developer's)

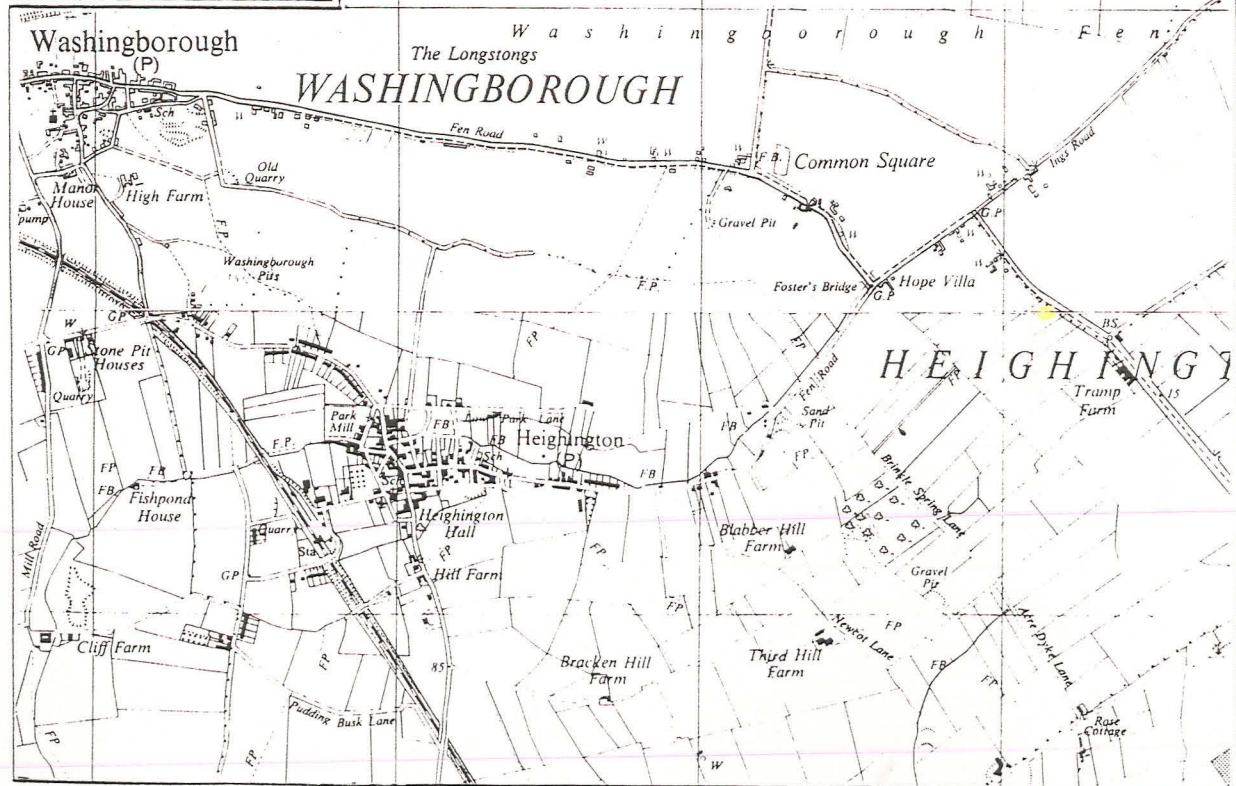
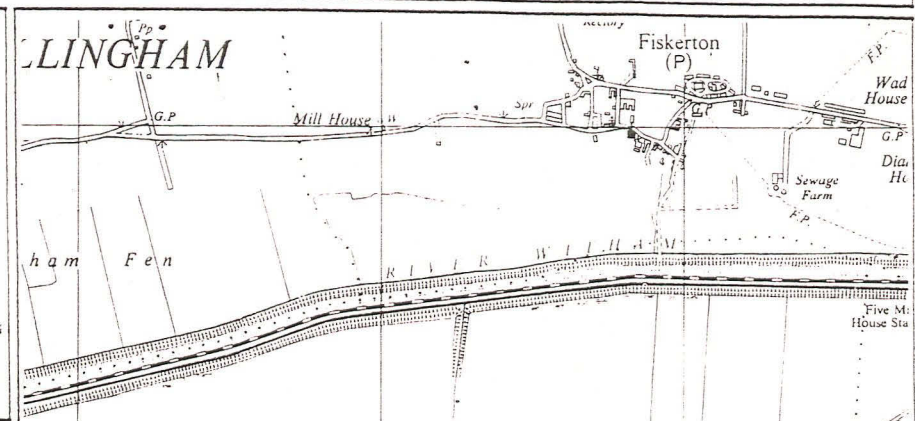
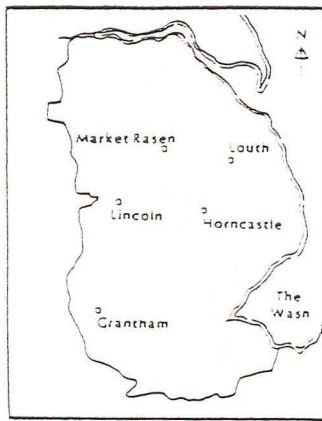
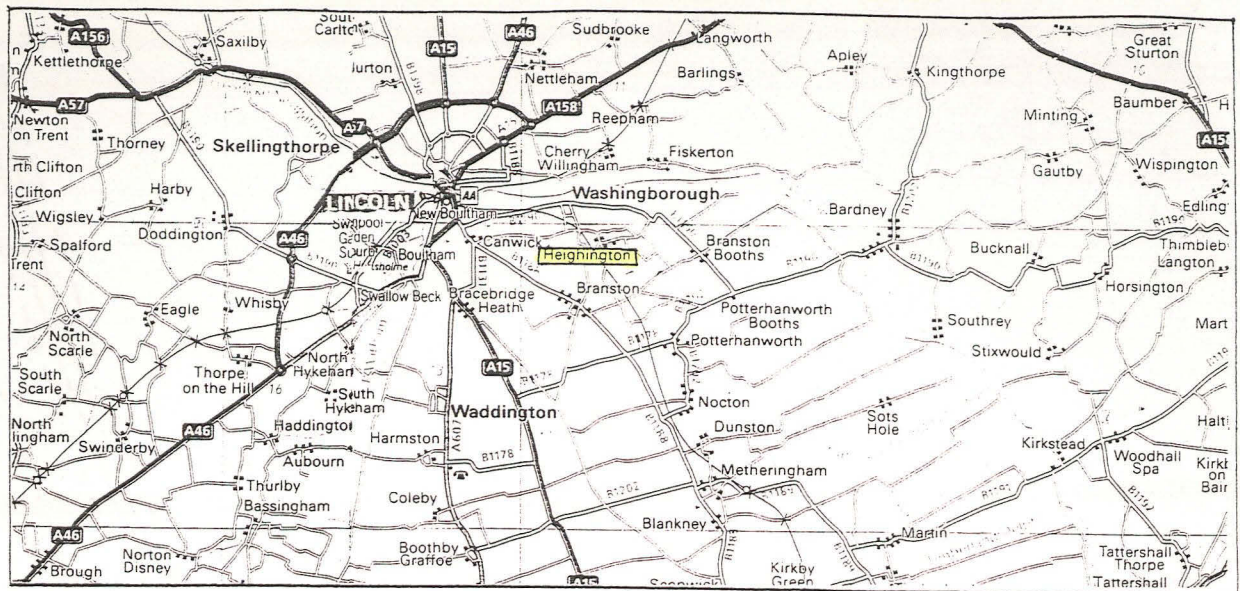


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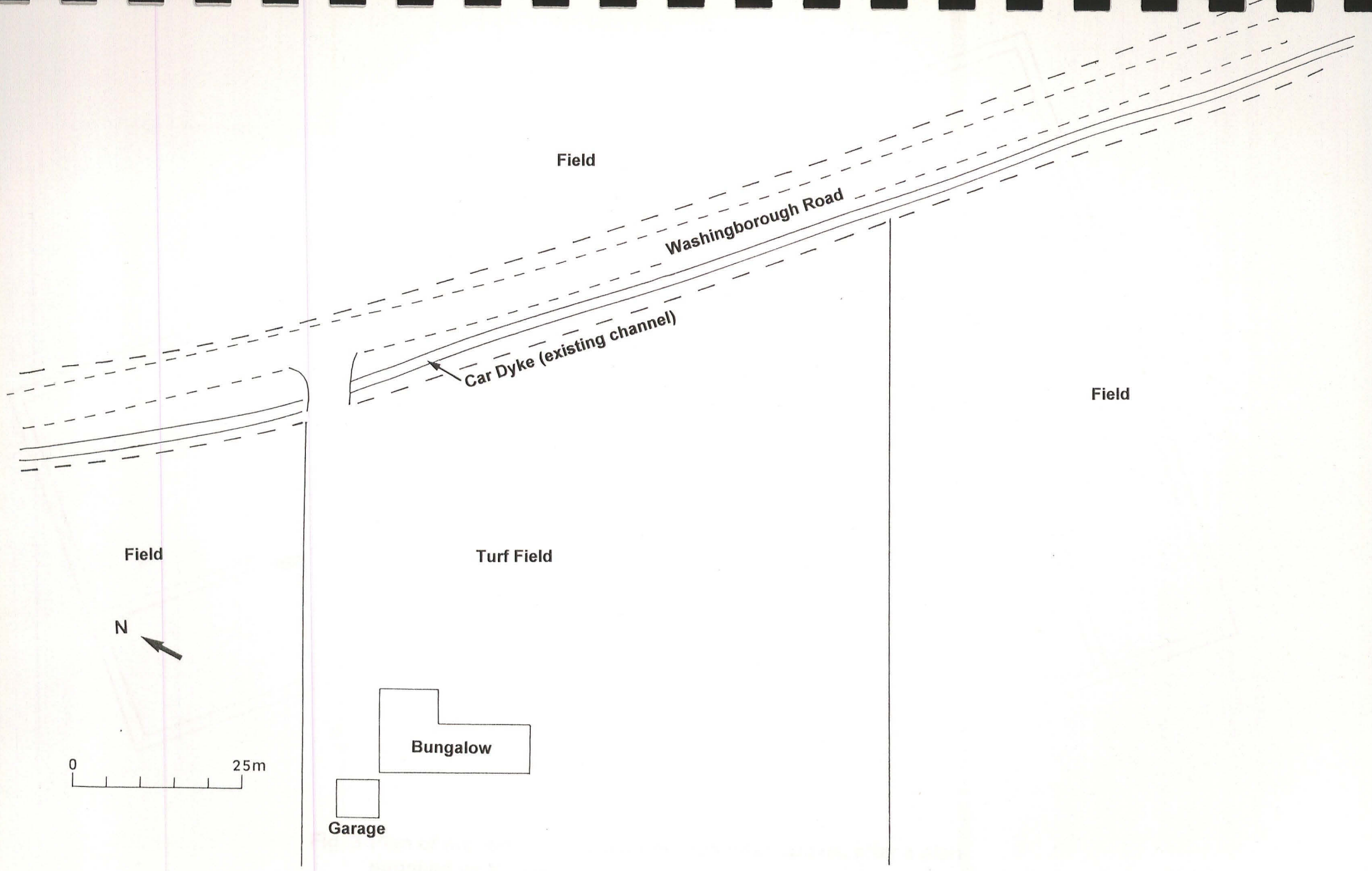


Fig. 2 Location of the monitored development (Davis, after a plan supplied by the client).

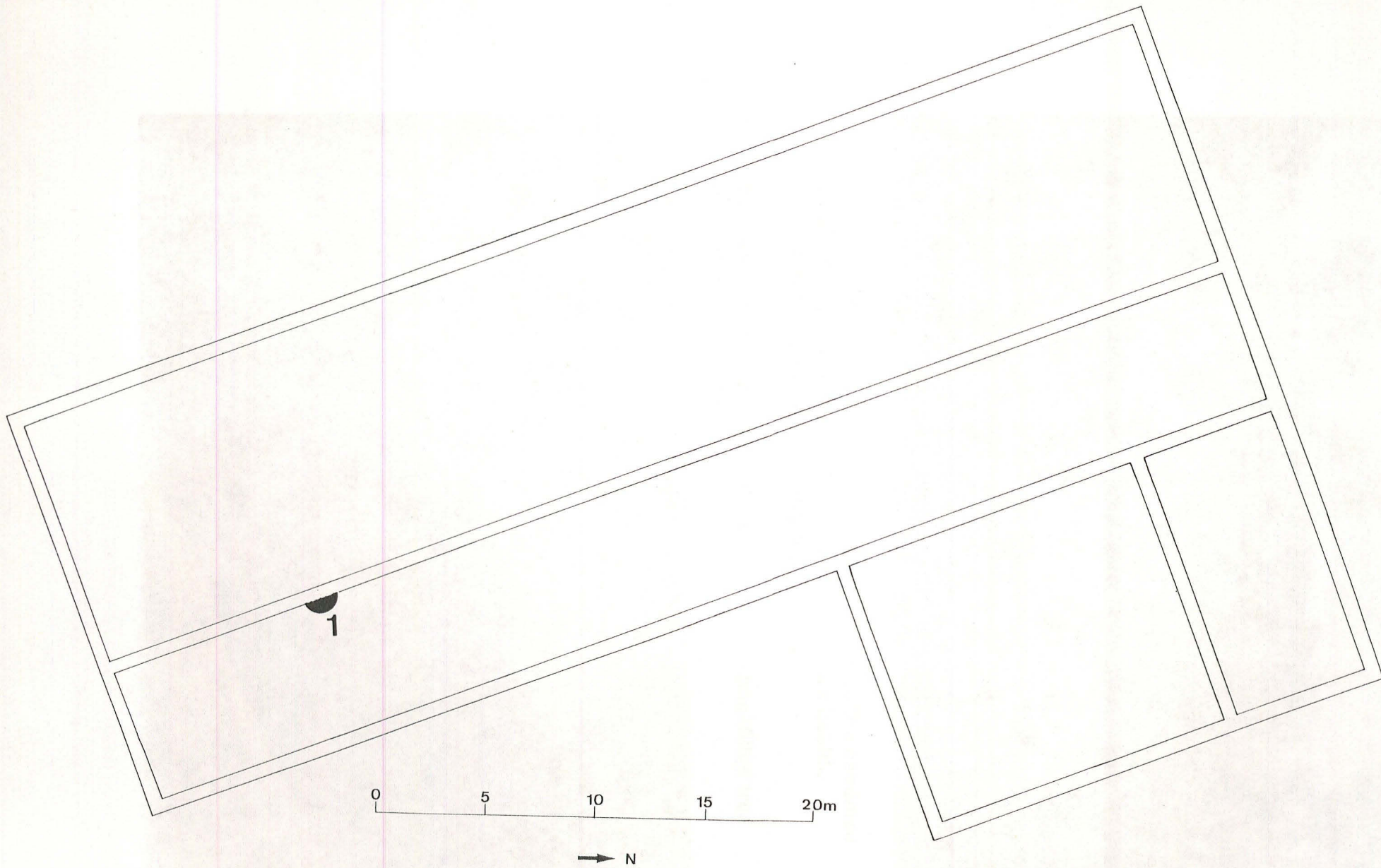


Fig. 3 Plan of the foundation trenches monitored (Davis, after a plan supplied by the client).



Pl. 1 Location of the monitored groundworks close to the assumed position of the Car Dyke, visible as a depression beside Washingborough Road (looking NE).

Pl. 2 Soil discoloration thought to mark a naturally backfilled tree throw-hole (looking NE).

