



ARCHAEOLOGICAL EVALUATION
REPORT

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LAND TO THE SOUTH OF SPA
ROAD, GAINFORD
COUNTY DURHAM

prepared for

Lichfields

on behalf of

Raby Estates

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Location Spa Road, Gainford, County Durham, DL2 3DP

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LAND TO THE SOUTH OF SPA ROAD, GAINFORD, COUNTY DURHAM

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LAND TO THE SOUTH OF SPA ROAD, GAINFORD, COUNTY DURHAM

ARCHAEOLOGICAL EVALUATION REPORT

Summary

This document presents the results of a single phase of archaeological evaluation carried out to the south of Spa Road, Gainford, County Durham (NGR: NZ 16637 16903; Fig. 1). This report has been prepared by Northern Archaeological Associates Ltd (NAA) for Lichfields, on behalf of Raby Estates. The proposed development area (PDA) comprised an irregular-shaped plot of land c.1.9ha situated to the west of the village of Gainford. At the time of the archaeological works, the PDA consisted of a pasture field. The investigative works were carried out in support of an application for planning consent.

The work consisted of 10 evaluation trial trenches, positioned to test the results of a geophysical survey that had been conducted by NAA to help inform this process. The most significant anomaly related to the dismantled Darlington to Barnard Castle railway. Other anomalies symbolised geological features, with one curvilinear archaeological feature probably representing a shallow ditch or trackway.

The archaeological evaluation detailed in this report assessed potential for the presence of sub-surface archaeological remains, based on the results of the geophysical survey (NAA 2019c). The evaluation aimed to confirm the location, extent, nature, date and importance of any remains so that an informed assessment could be undertaken about the impact of the development on them, and a suitable mitigation strategy agreed.

The majority of the trenches did not uncover any archaeological remains. The only archaeological deposits and/or features encountered described a probable post-medieval trackway. In addition, the wide linear geophysical anomaly running across the northern half of the PDA was confirmed to be related to the dismantled Darlington to Barnard Castle railway line. This confirms the results of the geophysical survey to a large extent.

The evaluation provided sufficient information to characterise the archaeology of the PDA. It is considered that construction works will have little impact on remains of archaeological significance, and that no further mitigation will be necessary for development within the PDA.

1.0 INTRODUCTION

- 1.1 Northern Archaeological Associates Ltd (NAA) was commissioned by Lichfields, on behalf of Raby Estates, to undertake archaeological evaluation in the form of trial trenching on land to the south of Spa Road, Gainford, County Durham (NGR: NZ 16637 16903). The work was undertaken in support of an application for planning consent and was agreed with Durham County Council Archaeology Section (DCCAS).
- 1.2 The trial trenching was designed to test the results of a geophysical survey (NAA 2019c) and was carried out in accordance with an approved Written Scheme of Investigation (WSI) agreed upon by all parties (NAA 2019b). This document represents the results of the trial-trenching phase of archaeological investigation works.
- 1.3 The fieldwork comprised ten trenches of 25m in length each and took place between 13th January 2020 and 17th January 2020. Archaeological works were undertaken in accordance with relevant standards, guidance and best practice published by Historic England (2015a; 2015b), the Chartered Institute for Archaeologists (CIfA 2014a; 2014b; 2014c) and English Heritage (1995; 2008).

2.0 LOCATION, TOPOGRAPHY AND GEOLOGY

Location

- 2.1 The proposed development area (PDA) comprised c.1.9ha of pasture to the west of the village of Gainford, which is on the northern banks of the River Tees in the south of County Durham (Fig. 1). The eastern boundary of the PDA was formed by a large post-medieval wall surrounding the site of Gainford Hall, with residential areas beyond. To the north-east, the PDA was bounded by Spa Road (A67). The River Tees meandered to the west of the PDA with the river valley forming the western boundary. The former Gainford Railway Bridge across the Tees was located to the west c.65m south of the PDA's north-western corner, directly aligned with the geophysical anomaly describing the line of the dismantled Darlington to Barnard Castle railway. The southern boundary of the PDA was a nonphysical line enclosing the northern half of the field.

Geology and soils

- 2.2 The solid geology of the survey area consists of mudstone, siltstone and sandstone of the Stainmore Foundation. The drift geology across the majority of the PDA comprises sand, gravel and silt river terrace deposits (BGS 2019). The soils are mapped as the Wick

1 Association (Soil Survey of England and Wales 1983), consisting primarily of deep well-drained coarse loamy brown earths (Jarvis *et al.* 1984, 302).

Topography and land use

- 2.3 The PDA occupied a small plateau in the above-mentioned field which rose gently towards the north from about 71m above Ordnance Datum (aOD) to 75m aOD. This was formed by a roughly east-to-west ridge across the centre of the field. The topography rose significantly towards Spa Road (A67) to the north-east. The western and north-eastern borders were occupied by thick vegetation and the western border was fenced due to the very steep escarpment down the River Tees.

3.0 SUMMARY ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

- 3.1 The following text is informed by a cultural heritage summary that accompanied the geophysical survey (NAA 2019c), based on published and readily accessible documentary, cartographic and aerial photographic evidence within a 1km radius of the PDA.
- 3.2 The site lies directly to the west of the Gainford Conservation Area and there are no World Heritage Sites, Registered Battlefields or Registered Parks and Gardens within its environs. The Durham County Council Historic Environment Record (HER) showed 12 previous archaeological investigations in the immediate vicinity of the PDA. These largely relate to desk-based studies and building and earthwork surveys. A minor amount of fieldwalking and test pitting has also been undertaken but did not identify any significant evidence of former human activity.
- 3.3 Gainford village boasts two scheduled monuments, two Grade I Listed Buildings, four Grade II* Listed Buildings and 36 Grade II Listed Buildings. None of these lie within the PDA. Directly to the north-east of the PDA is a 17th-century garden wall, 20m south-west of Gainford Hall (NHLE nos 1262592). Gainford Railway Bridge (dated to 1856; H61489) crosses the Tees to the west of the PDA, and Barforth Hall Bailey Bridge (dated to the 1950s; H1599) crosses the Tees to the south-west of the PDA. The nearby Grade II* listed dovecote (NHLE no. 1121116) has intervisibility with the southern edge of the PDA.

Prehistoric and Romano-British

- 3.4 There is little evidence for the prehistoric and Roman periods around the PDA. Early prehistoric finds in the village comprise a Neolithic or Early Bronze Age stone with cup-

and-ring marks found during construction of the stables at Gainford House (H1607), and a perforated stone hammer (H1612). Two curvilinear enclosures recorded from aerial photographs near Black Scar at the south-east edge of the study area, to the south of the River Tees, may date from the Iron Age (H400 and H998).

- 3.5 Evidence for the Roman period is restricted to finds of a Roman altar and a stone inscribed LEG VI at St Mary's Church (H1603), and a terracotta mask of Medusa found in a garden in the village (H3751). A Roman brooch and a coin have been found by a metal-detectorist at Barforth (PAS IDs DUR-CEB1D5 and DUR-021FD7). Although the Roman material may derive from the extensive Roman site at Piercebridge 4km to the east, it is more likely to represent a smaller settlement somewhere in the vicinity of the historic ford across the River Tees.

Medieval

- 3.6 During the latter part of the early-medieval period, Gainford is likely to have been the site of an important monastic settlement. There are several documentary references to a church at Gegenford in the 9th century (H1601). A significant assemblage of Anglo-Saxon sculptural fragments, including parts of several crosses and tomb-covers, together with a group of coins from the reign of Alfred, were found during campaigns of restoration at St Mary's Church during the 19th century (Group A). Evidence of the continuing importance of the site during the Anglo-Scandinavian period is demonstrated by the presence of two hog-back grave covers (Group A), which are unique to areas of northern England dominated by the Vikings in the 9th to 10th centuries. No in situ early medieval archaeological remains have yet been found in Gainford, although a 'great number' of human skulls found on the village green in 1785 (H1609) may hint at the location of a monastic cemetery.
- 3.7 In the post-Conquest period, Gainford continued to be the centre of a large parish extending along the north bank of the River Tees between Piercebridge and High Shipley, including hamlets such as Langton and Streatlam (H4378). The extant church dedicated to St Mary was constructed in the 12th or early 13th century and is a Grade I Listed Building (NHLE no. 1121114). From documentary sources, the village contained a hospital (H1611), a tower (H1610) and two forges (H1613), although the sites of these are unknown. Physical fabric of the medieval village, other than the church, is restricted to a cross base (NHLE no. 1159562), earthworks adjacent to Gainford Hall that possibly represent the site of the medieval manor house (H1589), and a pinfold (for holding

straying animals which could be recovered upon payment of a fine) that was largely destroyed in 1926 (H1614).

- 3.8 Beyond the village, there is documentary evidence for a Chapel of St Mary Magdalene at a place called 'Barmore', which is equated with Balmer Hill at the north edge of the study area. This was destroyed by fire in the early 15th century (H1616).
- 3.9 Across the Tees at Barforth lay a manorial settlement including St Lawrence's Chapel and a dovecote. These remains are a Scheduled Monument (NHLE no. 1017319), as is the nearby Barforth Bridge (NHLE no. 1002322). The extant Barforth Hall is late medieval in date and is a Grade II* Listed Building (NHLE no. 1121707).
- 3.10 The Portable Antiquities Scheme has recorded several finds of medieval coins made by metal-detectorists at both Barforth and Gainford, attesting to the relative wealth of the area during this period.

Post-medieval to modern

- 3.11 In the post-medieval period, Gainford continued to be a centre and market for the surrounding area, and the settlement became increasingly wealthy. Gainford Hall was built in 1600-1603 and is Listed Grade I (NHLE no. 1323010). The nearby dovecote dates from a similar period and is Listed Grade II* (NHLE no. 1121116). Earthworks belonging to a former village road that was diverted after the construction of Gainford Hall are recorded in the field directly to the northeast of the PDA (Archaeo-Environment 2008, 19).
- 3.12 In the 18th and 19th centuries, the village remained prosperous and this is reflected in the large number of listed buildings recorded around the green and adjacent streets.
- 3.13 The First Edition Ordnance Survey map of 1859 (surveyed 1855 but already showing the new railway line) portrays Gainford village in much the same form as it is today, although there was development in the 20th century to the north-east of the ancient village core.
- 3.14 The railway line running between Darlington and Gainford was built in the mid-19th century and is visible in the north of the PDA on the First Edition Ordnance Survey map of 1859. Otherwise, historic maps dated to the 18th and 19th century demonstrate that there was little change to the fabric of the PDA, until the railway closed in 1966 and the land it occupied reverted to an agricultural function.

Investigations to the north of Spa Road (Fig. 2; Area 1)

- 3.15 To aid in the interpretation of the current phase of works, Figure 2 shows the geophysical survey results as well as the results from trenches in the first phase of works in Area 1.
- 3.16 In April 2019, NAA undertook a geophysical (gradiometer) survey in a field to the north of Spa Road (NAA 2019a). The results of the survey corresponded with earthworks present in the field including a former field boundary in the north of the field, the route of the Darlington to Barnard Castle railway in the south of the field, and ridge-and-furrow agricultural practice. There was also a high level of magnetic disturbance across the survey area that was considered likely to be modern and/or geological in origin.
- 3.17 Following the results of the geophysical survey, a trial-trench evaluation was undertaken in November 2019 (NAA 2019d), consisting of 28 evaluation trial trenches. These were positioned to test the results of the geophysical survey, as well as the preservation of the remains of the dismantled Darlington to Barnard Castle railway, which survived in the field as a raised linear earthwork. Trenches 1 to 4 were located on a significant topographical rise at the north of the PDA, related to a disused field boundary that was present on historic mapping and visible in the geophysical survey results. Trenches 19, 27 and 28 targeted the earthwork associated with the former railway line. Trench 27 was located central to the field and contained a railway embankment. Trench 19, located in the west of the field, contained a cutting that would have allowed the railway to pass under the road to the south-west of the PDA. Trench 28 had been placed in order to ascertain if a railway siding present on historic mapping had survived; however, no definable evidence of this was encountered. Geophysical anomalies representing medieval ridge and furrow were present across the site. Discernible evidence of this was encountered in Trenches 5, 12, 13 and 18. A track consisting of dumped rubble and stone material was observed in Trenches 23 and 24. No other archaeological features were observed within the PDA. The finds recovered from Area 1 were minimal, and largely related to post-medieval and modern agricultural use of the PDA. Some fragmentary railway sleepers and associated iron pins/bolts were encountered in trenches targeting the railway line but were not retained.
- 3.18 Subsequently a further geophysical survey was conducted on land to the south of Spa Road in support of a planning application for a proposed sustainable drainage system (SuDS) associated with a proposed residential development to the north of Spa Road.

- 3.19 Generally, there has been little alteration to composition of the PDA in recent centuries. The only alteration in land use occurs in the north of the site and comprised the Darlington to Barnard Castle railway which functioned between 1866 and 1956. The remnants of the railway line are still visible in the field as a raised bank and appeared as a bipolar anomaly in the results of the geophysical survey.
- 3.20 A fragmented linear anomaly along with several trends are of unknown origin. Given the lack of supporting information and the results in the area to the north of Spa Road, it is plausible that these anomalies related to either agricultural activity or geological or pedological changes in the substrata. There was also a high variation in magnetic background readings across the site. These were considered to be geological in origin and related to natural soil processes associated with the nearby River Tees.

4.0 AIMS AND OBJECTIVES

- 4.1 The main aim of the archaeological trial trenching was to assess if sub-surface archaeological remains were present. If so, it would confirm their location, extent, nature, date and importance so that an informed assessment of the impact of the development on these remains could be undertaken, and a suitable mitigation strategy agreed.
- 4.2 The objectives of the archaeological trial trenching were to:
- establish the presence, nature, extent, preservation and significance of any archaeological remains within the trenches;
 - provide a detailed record of any such archaeological remains;
 - recover and assess any associated structural, artefactual and environmental evidence;
 - determine which areas within the footprint of the PDA require archaeological mitigation in the form of preservation in situ, open-area investigation in advance of construction, or monitoring of soil stripping during construction works;
 - prepare an illustrated report on the results of the trial trenching to be deposited with the HER held by DCCAS;
 - evaluate the potential for further unrecorded significant archaeological remains to be present on the site;
 - establish the requirement for further mitigation, if any; and

- undertake a scheme of work, in line with current professional standards (CIfA 2014a; 2014b; 2014c; English Heritage 1995; 2008; Historic England 2015a; 2015b).

5.0 METHODOLOGY

5.1 Ten trial trenches measuring up to 25m by c.1.8m were excavated within the PDA (see Fig. 2). The trenches were positioned to target the remains of the disused railway line, geophysical anomalies, and blank areas across the PDA. The ten trial trenches represented a 3% sample of the total development area.

5.2 The trenches were located with the National Grid using GPS. The information was transferred to AutoCAD software and reproduced for incorporation within this report. All levels were tied-in to Ordnance Datum.

Machine excavation

5.3 The initial site works comprised the stripping of overburden within each trench. The removal of overburden (vegetation, turf, loose stones, rubble, made ground, tarmac, concrete, hardcore, modern building debris, topsoil and subsoil, etc) was by back-acting mechanical excavator fitted with a toothless or ditching bucket. All soil removal took place under archaeological supervision. Topsoil and other overburden were stored separately.

5.4 The overburden was removed to a level at which archaeological deposits were identified, or down to natural subsoil deposits, whichever was first. Mechanical excavation ceased in any areas where archaeological remains were deemed to be significant by the monitoring archaeologist. Thereafter, all archaeological work was conducted by hand.

Hand excavation

5.5 Where features or layers of archaeological interest were exposed, the archaeologist cleaned, assessed, excavated by hand and recorded these features to characterise the archaeology and ensure recovery of artefactual evidence.

5.6 In particular, hand excavation concentrated on determining relative chronology between features and examined a representative sample of the different types of features present. Hand excavation was based on the following sampling strategy:

- up to 100% excavation of any features of ritual or ceremonial nature (including burials);
- up to 50% sample of each individual domestic, industrial, or settlement-related feature;
- at least 50% of discrete features such as postholes and pits, and smaller features (such as stake holes) fully excavated;
- a sample of at least 10%, up to 50%, of the overall length of linear features, a minimum of 1m section within the trench; and
- any intersections of features to help determine phasing.

Recording

- 5.7 A drawn record of all encountered archaeological features was made at an appropriate scale. Sections/profiles of the dismantled railway were drawn at a scale of 1:50 and their location accurately identified on the appropriate trench plan. Representative sections of blank trenches were also drawn. Plans were drawn at suitable scales. Drawings included appropriate data on levels relative to Ordnance Datum.
- 5.8 Written descriptions of archaeological features/deposits were recorded on pro-forma context sheets, which employed standard archaeological recording conventions.
- 5.9 A photographic record of the site was made using digital photography.

Finds recording

- 5.10 Provision was made for processing, conservation and storage of finds in accordance with published guidelines (Chartered Institute for Archaeologists (CIfA) 2014a; English Heritage 1995; Watkinson and Neal 2001). No appropriate finds were identified.

Environmental sampling

- 5.11 Provision was made for bulk soil samples to be taken from appropriate deposits for assessment of palaeoenvironmental potential. No appropriate soil deposits were encountered.

General

- 5.12 Following recording, the evaluation trenches were signed off by DCCAS before backfilling commenced.

6.0 RESULTS

- 6.1 The results of the evaluation conducted in area 2 are described in numerical order. Trenches devoid of archaeology have been described summarily. The location and orientation of the observed features are shown in Fig. 2 in relation to the geophysical survey results, along with the same results from Area 1 to the north of Spa Road. It should be noted that there were small fragments of brick/tile and ferrous material in the topsoil of several of the trenches, but these were undiagnostic and so were not retained.
- 6.2 No archaeological features or deposits were encountered in Trenches 29, 31 to 34, 36 and 38. Although Trench 34 had been positioned over a discontinuous linear anomaly, which was encountered in Trenches 35 and 37, no evidence of the potential ditch or trackway was observed. Trends within the geophysical anomalies describing ridge-and-furrow agricultural practice were not observed within any of the trenches positioned on the plateau that the PDA occupied.
- 6.3 Some variations in the natural substrate which had been predicted by the geophysical survey (NAA 2019c) were observed in Trenches 30, 32, 33, 37 and 38. These were characterised by changes between a compacted mix of gravel and rounded to sub-rounded cobbles suspended in a dark-brown-grey silty sand matrix, and a firm dark-red-brown silty clay. This layering was probably the result of both glacial erosion and subsequent river terracing.

Trench 30

- 6.4 The most significant geophysical anomaly within the PDA was identified as relating to the dismantled Darlington to Barnard Castle railway. It ran roughly east to west across the northern part of the PDA. As stated above it was directly in line with both the rail bridge to the west of the PDA and the archaeological investigation results to the east in area 1 to the north of Spa Road (Fig. 2).
- 6.5 As with both Trenches 19 and 27 from area 1, a live cable response was encountered prior to mechanical excavation. In order to mitigate this, a service bund measuring approximately 1.5m in width was left in place.
- 6.6 Similar to Trench 19 in area 1, the former railway consisted of a cutting (**3010**) approximately 11m in width and 1.1m in depth (Fig. 3). It had been filled by a series of levelling and ballast deposits (**3005** to **3009**). Deposits **3007** to **3009** constituted levelling and foundation deposits of silty clays and sandy gravels probably to support

the black-cindery track ballast **3006**. Following its demolition, the cutting had been backfilled by an orangey-brown silty clay with gravel inclusions (**3005**).



*Plate 1: View of railway cutting **3010** and drain **3012**, facing east.*

- 6.7 A modern drain (**3012**) had been excavated through the southern half of railway cutting **3010** after its demolition and subsequent backfilling by deposit **3005**. Drain **3012** had a T-shape cross-section, measuring 1.9m in width at the top and 0.7m at the base. The trench had been back-filled with large cobbles and gravel **3011** and then covered by a light gravelly sand **3004**. The drain was not fully excavated as the trench could not exceed 1.2m in depth.

Trench 35

- 6.8 A shallow ditch (**3504**), on a north-easterly alignment, was encountered running across the centre of Trench 35 (Fig. 3). It measured approximately 3.4m in width and 0.28m in depth. It had been filled by a firm dark-purple-brown clayey silt (**3505**) which contained frequent gravel and cobble inclusions. Although it could not be easily dated or characterised, it had been only partially covered by subsoil **3502**, which could suggest a medieval or post-medieval date.



Plate 2: View of possible trackway 3504 in Trench 35, facing north-east.

Trench 37

- 6.9 A shallow ditch (3704), running north-westwards across the south-western half of Trench 37 (Fig. 3), probably represented the same feature as ditch 3504 encountered in Trench 35. It measured 2.6m in width and 0.2m in depth and had been filled by a clayey silt (3705) very similar to deposit 3505. Like ditch 3504, it had been only partly covered by subsoil (3702), again suggesting a medieval or post-medieval date.

7.0 DISCUSSION

- 7.1 During the course of the programme of archaeological investigation, Trench 30 confirmed that the east-to-west-aligned linear geophysical anomaly running across the southern portion of the PDA represented the line of the now dismantled Darlington to Barnard Castle railway. Trench 30 provided a profile of the infilled railway cutting, constructed of layers of sandy gravel and clay and capped by the remaining track ballast and then covered by a sandy gravel deposit upon its demolition.
- 7.2 A possible post-medieval trackway consisting of a stony clayey silt deposited in a shallow ditch was encountered in Trenches 35 and 37. This corresponded with a curvilinear geophysical anomaly which entered the PDA to the immediate east of Trench 35 and ran south-west through Trench 34 before turning south-east into Trench

37 (Fig. 2). As the possible trackway was present below the subsoil it was not clear why it was not visible in Trench 34, although the natural gravel and cobbles in this trench could have masked it. The potential purpose of this trackway was also unclear as it did not appear to lead to any significant feature in either the geophysical survey or a surviving earthwork. In addition, it did not appear in the southern part of the field.

7.3 Medieval ridge-and-furrow agricultural practice, aligned roughly east to west, was evident across the southern portion of the PDA in the geophysical survey results. No clear evidence of this was present in any of the trenches excavated.

7.4 The depth of subsoil in Trench 29, 30 and 32 differed greatly from the others across the site. In conjunction with the topographical nature of the area occupied by the PDA (a slightly raised plateau) it is possible that this area had been artificially landscaped. This could equally explain the surprising shallow nature of the subsoil in Trenches 33 to 38. The increased magnetic response surrounding the line of the former railway could be explained by anthropogenic soil manipulation. In addition, the significant embankment to the north-east of the PDA, where Spa Road approached the bridge over the railway, could have been created by scraping soil from the surrounding area.

8.0 CONCLUSIONS

8.1 The archaeological evaluation detailed in this report assessed the potential for the presence of sub-surface archaeological remains based on the results of the geophysical survey conducted within the PDA (NAA 2019c) in conjunction with the results of both a geophysical survey and trial-trenching evaluation in area 1 to the north of Spa Road. The evaluation aimed to confirm their location, extent, nature, date and importance so that an informed assessment of the impact of the development on these remains could be undertaken, and a suitable mitigation strategy agreed.

8.2 The majority of the trenches did not uncover any archaeological remains. The only archaeological deposits and/or features encountered described unspecified medieval or post-medieval use of the field occupied by the PDA, in the form of a possible trackway. The large linear geophysical anomaly running across the northern half of the PDA was confirmed to be related to the Darlington to Barnard Castle railway line, as highlighted in the geophysical survey.

8.3 The evaluation has provided sufficient information to characterise the archaeological potential of the PDA. It is considered that construction works will have little impact

because no remains of archaeological significance were found; therefore, no further mitigation will be necessary for development in the PDA.

9.0 ARCHIVE DEPOSITION

- 9.1 The full archive from the archaeological investigations, including paperwork, drawings, photographs, and digital data, is to be deposited with the County Durham Archive Service. Copies of all reports will be deposited with the HER held by DCCAS, and online via OASIS.

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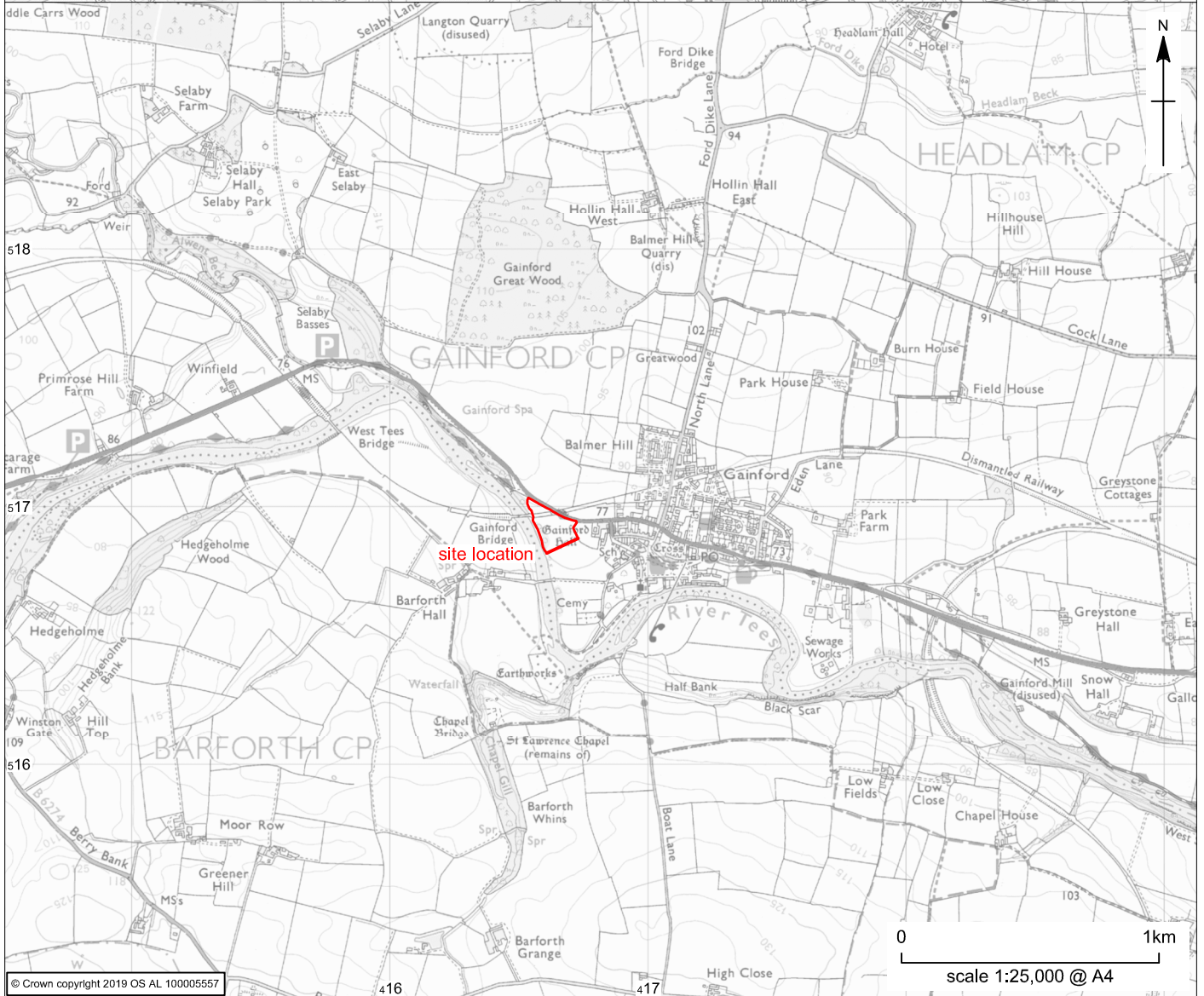
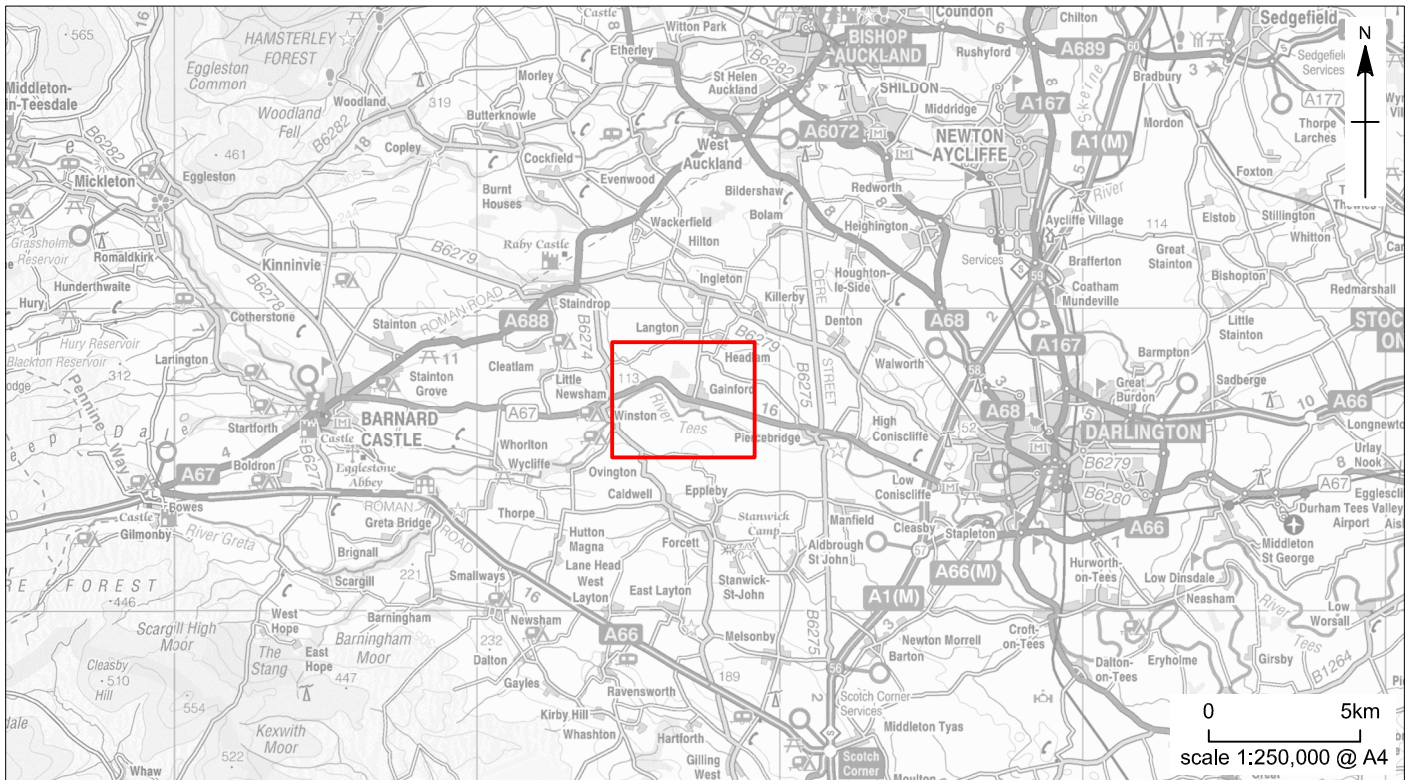
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APPENDIX A
CONTEXT CATALOGUE

Context	Trench	Interpretative description	Relationships
2901	29	Natural	
2902	29	Subsoil	Above 2901, below 2903
2903	29	Topsoil	Above 2902
3001	30	Natural	
3002	30	Subsoil	Above 3001, 3003, 3010
3003	30	Topsoil	Above 3002, 3004 and 3005
3004	30	Sandy levelling Deposit	Below 3003; seals drain fill 3011
3005	30	Orange-brown fill of railway cutting 3010	Below 3003 and 3004; above 3006 in cutting 3010
3006	30	Coaly fill of railway cutting 3010	Below 3005; above 3007 and 3009 in cutting 3010
3007	30	Gritty silty clay fill of railway cutting 3010	Below 3006 and above 3008 in cutting 3010
3008	30	Reddish stony clay fill of railway cutting 3010	Fill of 3010, below 3007
3009	30	Re-deposited natural – base fill of railway cutting 3010	Below 3006 in cutting 3010
3010	30	Railway cutting	Cuts 3001; filled by 3005–9
3011	30	Fill of Drain Cut 3012	Sealed by 3004, fills drain 3012
3012	30	Cut of Drain	Cuts 3001 and 3005–8; filled by 3011
3101	31	Natural	
3102	31	Subsoil	Above 3101, below 3103
3103	31	Topsoil	Above 3102
3201	32	Natural	
3202	32	Subsoil	Above 3201, below 3203
3203	32	Topsoil	Above 3202
3301	33	Natural	
3302	33	Subsoil	Above 3301, below 3303
3303	33	Topsoil	Above 3302
3401	34	Natural	
3402	34	Subsoil	Above 3401, below 3403
3403	34	Topsoil	Above 3402
3501	35	Natural	
3502	35	Subsoil	Above 3501, 3505; below 3503
3503	35	Topsoil	Above 3502
3504	35	Cutting for possible trackway	Cuts 3501, filled by 3505
3505	35	Stony fill of 3504	Fills trackway 3504, below 3502 and 3503
3601	36	Natural	
3602	36	Subsoil	Above 3601, below 3603
3603	36	Topsoil	Above 3602
3701	37	Natural	
3702	37	Subsoil	Above 3701, 3705; below 3703
3703	37	Topsoil	Above 3702
3704	37	Cutting for possible trackway	Cuts 3701, filled by 3705
3705	37	Stony fill of 3704	Fills trackway 3704; below 3702 and 3703
3801	38	Natural	
3802	38	Subsoil	Above 3801, below 3803
3803	38	Topsoil	Above 3802

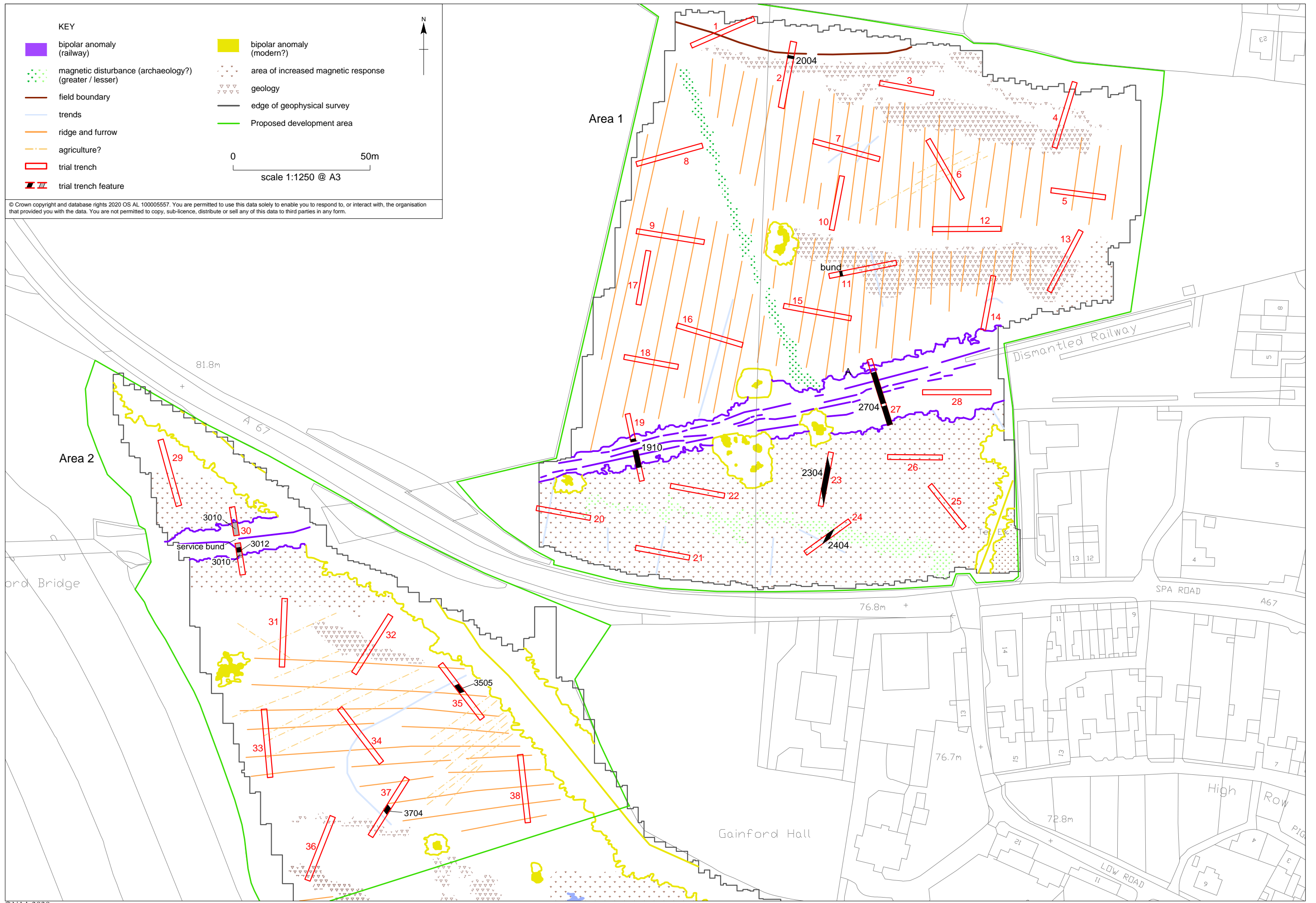


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Spa Road, Gainford, County Durham: site location

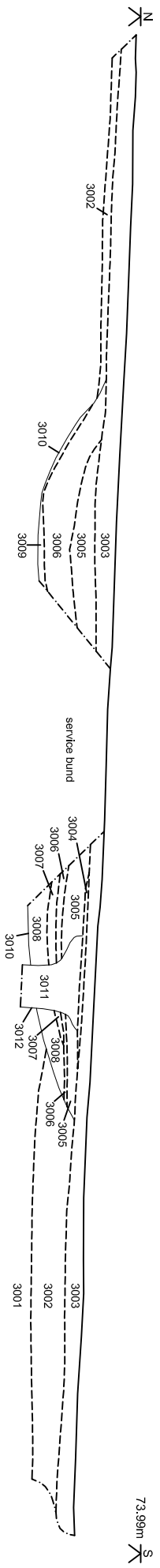
Figure 1



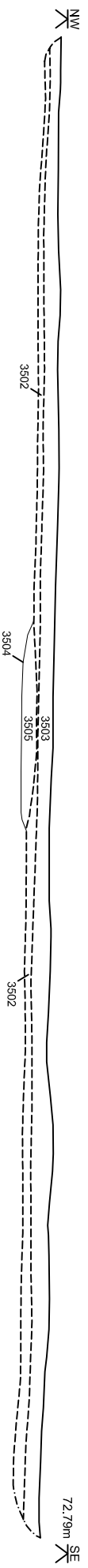
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Spa Road, Gainford, County Durham: results of trial trenches overlain on interpretation of gradiometer survey results

Trench 30



Trench 35



Trench 37

