
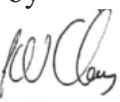


**Archaeological Investigations  
at Redhill,  
Ratcliffe-On-Soar,  
Nottinghamshire**

**NGR: SK 495 294**

**Leon Hunt**

**For: RPS Planning on behalf of Network Rail**

Checked by
<b>Signed:</b>  .. <b>Date:</b> ...12.03.2009.
<b>Name:</b> .Vicki Score.....
Approved by
<b>Signed:</b>  <b>Date:</b> ...13.03.2009.
<b>Name:</b> Patrick Clay.....

**University of Leicester**  
Archaeological Services  
University Rd., Leicester, LE1 7RH  
Tel: (0116) 2522848 Fax: (0116) 2522614

**ULAS Report Number 2008-159**

**©2009  
EMP-2007**

**CONTENTS**

**Summary ..... 1**

**Introduction ..... 2**

**Geology and Topography ..... 3**

**Archaeological Background ..... 5**

    Previous Archaeological Work..... 6

    Phase 1 evaluation ..... 6

    Geophysical survey ..... 7

    Watching brief..... 7

    Phase 2 evaluations..... 7

    Aims and Methods..... 9

    Results ..... 10

    Trench 1 (Plate 1) ..... 10

    Trench 2..... 11

**Section 2: Phase 4 Mitigation ..... 13**

    Aims and Methods..... 13

    Excavation ..... 13

    Watching Brief ..... 15

    Results: Phase 4 Area Excavation ..... 17

    Stratigraphy ..... 17

    Haul Road..... 17

    Results: Phase 4 Watching brief..... 51

    Phase 1 Prehistoric ..... 55

    Phase 2 2nd century..... 55

    Phase 3 3rd century ..... 56

    Phase 4 Medieval-Early post-medieval ..... 56

    Phase 5 Post-medieval and Modern ..... 56

**Acknowledgements..... 61**

**Bibliography ..... 63**

**Archive ..... 64**

**Appendix I: The Roman Pottery ..... 65**

**Appendix II: The Post-Roman Pottery ..... 74**

**Appendix III: The Coins..... 80**

**Appendix IV: The Worked Stone ..... 82**

**Appendix V: Miscellaneous Finds ..... 83**

**Appendix VI: The Animal Bones..... 88**

**Appendix VII: The Plant Remains ..... 94**

**FIGURES**

Figure 1: Site Location. Scale 1: 25 000. Inset 1: 10 000 .....4

Figure 2: Reference plan for field Locations .....5

Figure 3: Plan of proposed development of East Midlands Parkway. Derived from plan provided by RPS Planning .....8

Figure 4: Location plan for Phase 3 evaluation trenches ..... 10

Figure 5: Plan of area of excavation (Phase 4) ..... 15

Figure 6: Post-excavation plan of site, showing features and sampled areas ..... 16

Figure 7a: South-east facing section of the Haul Road trench..... 18

Figure 8: Post-excavation plan of southern end of the Haul Road trench. .... 19

Figure 9: Ditch sections of features [64], [66] and [68] (See Figure 8)..... 20

Figure 10: Ditch sections from features [70] and [85] (see Figure 8). .... 21

Figure 11: Well [60] and post-hole [79], [81] and [83] sections (see Figure 8)..... 22

Figure 12a: Post-excavation plan of southern end of Haul Road trench ..... 24

Figure 13: Sections of features [62], [87] and [94]; (see Figure 12 for locations) ..... 25

Figure 14: Post-excavation plans of south-eastern end of Access Road trench ..... 26

Figure 15: Sections of features [109], [77], [107], [111], [113], [115], [117], [121], [125], [128] and [134]; see (Figure 14) ..... 28

Figure 16: Post-excavation plans of south-eastern end of Access Road trench ..... 29

Figure 17: Sections of features [105], [131], [144], [182], [190] and [194] (see fig 16) ..... 30

Figure 18: Sections of features [150], [164], [148], [171], [142], [165], [198], [167], [196] and [206] (see Figure 16). ..... 31

Figure 19: Sections of features [154], [173], [175], [177] and [14] (see Figure 16). ..... 33

Figure 20: Sections of features [138], [158], [169] and [212] (See Figure 16). ..... 34

Figure 21: Plan of large features within Access Road trench ..... 36

Figure 22: Sections of feature [137] ..... 38

Figure 23: Sections of features [218], [210], [225], [185], [188] and [186] (See Figs 21 and 24) ..... 40

Figure 24: Post-excavation plan of central part of Access Road trench ..... 41

Figure 25: Sections of features [220], [222], [235], [232], [224], [230], [208], [216], [204] and [214] (see Figure 24) ..... 42

Figure 26: Sections of features [227], [104], [96], [245] and [251] (see Figure 24) ..... 43

Figure 27: Post-excavation plan of northern end of Access Road trench..... 47

Figure 28: Sections of features [242], [244], [240], [238], [252] and [256] (see Figure 27). . 49

Figure 29: Plan of northern end of Access Road trench ..... 50

Figure 30: Plan of development showing position of drain covered by watching brief ..... 53

Figure 31: Detail of 1850 tithe map of Ratcliff parish, with site location highlighted (Nottinghamshire Archives). Scale Unknown ..... 57

Figure 32: Sketch plan of proposed line of railway, dated 1836. Scale Unknown..... 58

Figure 33: Detail of 1900 OS map of Ratcliffe-on-Soar. Scale 1: 2500..... 59

Figure 34: Phase plan of the Phase 4 excavation and strip, plan and record areas ..... 62

## PLATES

Plate 1: Post-excavation view of Trench 1. Looking north-west.....	11
Plate 2: Haul Road trench, after stripping, looking north-east .....	14
Plate 3: Work in progress on Access Road trench, looking north-west.....	14
Plate 4: Post-excavation view of well [60] .....	23
Plate 5: Post-excavation view of Haul Road, looking north .....	23
Plate 6: Post-excavation view of feature [198] with pig carcass in situ .....	32
Plate 7: West-facing section of feature [158] .....	35
Plate 8: South-facing section of feature [137] .....	37
Plate 9: Work in progress on excavation of amphora .....	44
Plate 10: Post-excavation view of amphora.....	45
Plate 11: Work in progress on new station site, looking east .....	51
Plate 12: Field 1 following stripping, looking north towards Redhill .....	52
Plate 13: Topsoil stripping in Field 3, prior to trenching for drainage, looking north-east.....	54
Plate 14: Ditch feature within drain trench close to dyke, looking west .....	54
Plate 15 Roman cavalry harness fitting .....	83

## **Archaeological Investigations at Redhill, Ratcliffe-On-Soar, Nottinghamshire (SK 495 294)**

**Leon Hunt**

### **Summary**

*A series of archaeological investigations were undertaken by University of Leicester Archaeological Services (ULAS) for RPS Planning on behalf of Network Rail in advance of the construction of a new railway station at Redhill, Ratcliffe-on-Soar, Nottinghamshire (SK 495 294). The development sites lies south of a Scheduled Monument which contains evidence for Iron Age and Roman settlement and possible ritual activity. Local fieldwork has also produced Iron Age and Roman material from the surrounding fields.*

*The archaeological work included a field evaluation (Phase 3) along the route of the new Access Road on the eastern side of the railway line, the excavation of an area (Phase 4) along a separate section of the Access Road, to the west of the railway line, and a series of subsequent watching briefs during earthworks for the station car park and associated drainage runs .*

*The Phase 3 evaluation revealed no evidence of archaeological remains. No evidence was seen of archaeological features within the area of the car park covered by the watching brief, however a linear feature was uncovered during the watching brief on a drainage trench.*

*The Phase 4 recording focussed on the south-east corner of a field lying to the south-east of the station where excavations had indicated archaeological potential. These excavations revealed a series of ditches dating to the Roman period, along with several pits likely to represent quarrying, also dating to the Roman period. Artefacts of Roman date included the in-situ remains of a Spanish amphora. The archaeological work also revealed evidence of a medieval well, and other less interpretable medieval features. A number of later post-medieval-modern features were also recorded including a brick well, a hearth and a series of pits containing a large amount of animal bone, likely to be associated with two farmhouses that occupied the site during the early to mid-19th century.*

*An archive of the site containing field data, drawings, photographs and finds will be compiled and deposited with a local museum.*

## **Introduction**

Archaeological investigation including evaluation, controlled strip, plan and record exercise, excavation and a watching brief was undertaken on the site of the proposed East Midlands Parkway Railway Station at land to the south-east of Redhill Farm, Ratcliffe-on-Soar, Nottinghamshire and south-west of Ratcliffe Junction on the London-Sheffield main railway line (NGR SK 495 294). The site lies to the south of the Redhill Scheduled Monument (SM Notts141), which contains the remains of Iron Age and Roman settlement and ritual activity. Previous evaluation work including trial trenching and geophysical survey had identified areas where archaeological deposits were present (Cuttler 2003; Sabin & Donaldson 2006, Hunt & Score 2007). Therefore, in accordance with DOE Planning Policy Guidance note 16 (PPG16, Archaeology and Planning, paragraph 30) a staged archaeological approach was devised to preserve remains in situ where possible, and to mitigate the loss of archaeological deposits through development where necessary.

The archaeological work was part of this staged archaeological strategy to further evaluate and mitigate the impact of the development of the new East Midlands Parkway railway station on buried archaeological remains. The archaeological work was carried out by University of Leicester Archaeological Services (ULAS) for RPS Planning and Development on behalf of Network Rail.

The archaeological work covered by this report corresponds to Phases 3 and 4 of the work set out in the Method Statement prepared by ULAS in June 2007 (EMP\_P2\_MS001) addressing the requirements detailed in Written Schemes of Investigation (WSI's) prepared by RPS Planning and Development. Phases 1 and 2 covered the previous evaluations on the site by Birmingham Archaeology (BA; Cuttler 2003) and ULAS (Hunt & Score 2007).

Section 1 of this report outlines Phase 3 comprising field evaluation by trial trenching on an area leading to the site from the nearby A453, which was covered in trees at the time of the previous Phase 1-2 evaluations (Figure 2, Field 4).

Section 2 outlines the Phase 4 excavation covering the area of the Access Roads onto the site, in an area of known archaeology, and a watching brief carried out on less archaeologically vulnerable areas close to the new station buildings and on more sensitive areas during ground-works for service trenches (Figure 2, Field 2)

Section 3 provides a phased interpretation and discussion of the results of the archaeological work.

## Geology and Topography

The main part of the site is located directly west of Ratcliffe-On-Soar power station and the mainline railway, around 6km south-west of Nottingham (Figure 1). A further section of the site lies directly to the south of the power station, on the eastern side of the railway line. The site consists of six individual fields (Figure 2).

The Phase 3 evaluations took place within Field 4 and the area excavation within Field 2. Fields 1, 3 and 5 were covered by the watching brief.

Field 1 is roughly flat at its western and eastern edges but rises in the centre to form a knoll. The site lies at *c.*30m OD at its western edge rising to *c.*38m at the top of the knoll. The total area of this field is *c.*12.1ha. At the time of the evaluation the field was covered with grasses, weeds and self seeded crops.

Field 2 is largely flat and is separated from Field 1 by a drainage dyke. The south-east corner of this field is very uneven and contains dumped material. The field contained weeds and grasses and was very overgrown in areas. The field lies at a height of around 31m OD and is *c.*3.5ha in area.

Field 3 lies to the west of Field 1 and covers 0.9 ha. It is mostly flat at a height of 30m OD and was under pasture prior to the archaeological work.

Field 4 covers 4ha and lies on the eastern side of the railway line. The field was covered in young trees, most of which were removed prior to the evaluation.

Field 5 is a small field of 0.5ha that lies at the southern edge of the site close to the bridge of the A453. This was covered in rough grass prior to the work and lies at a height of between 35m and 38m OD.

Field 6 is a pasture field between Fields 4 and 5 lying at a height of *c.* 35 m OD. It had been examined during the Phase 2 evaluation and was found to contain no archaeological remains. It contained evidence suggesting that it had been used for the dumping of material possibly associated with the construction of the power station. This field was used to contain the portable cabins and car parking during the construction of the station buildings.

The solid geology of the site according to the British Geological Survey map (sheet 141 is Cropwell Bishop Mudstone formation, with deposits of Woolstonian Birstall sands and gravels at the peak of the knoll. The western side of the site contains Syston river terrace sands and gravels and there are areas of alluvium close to the brook that runs between Fields 1 and 2.

The previous evaluations revealed that the substratum of the area is largely mudstone with bands of sand and gravel. The main exception to this is the south-west corner of Field 2, which has an underlying substratum of sand.

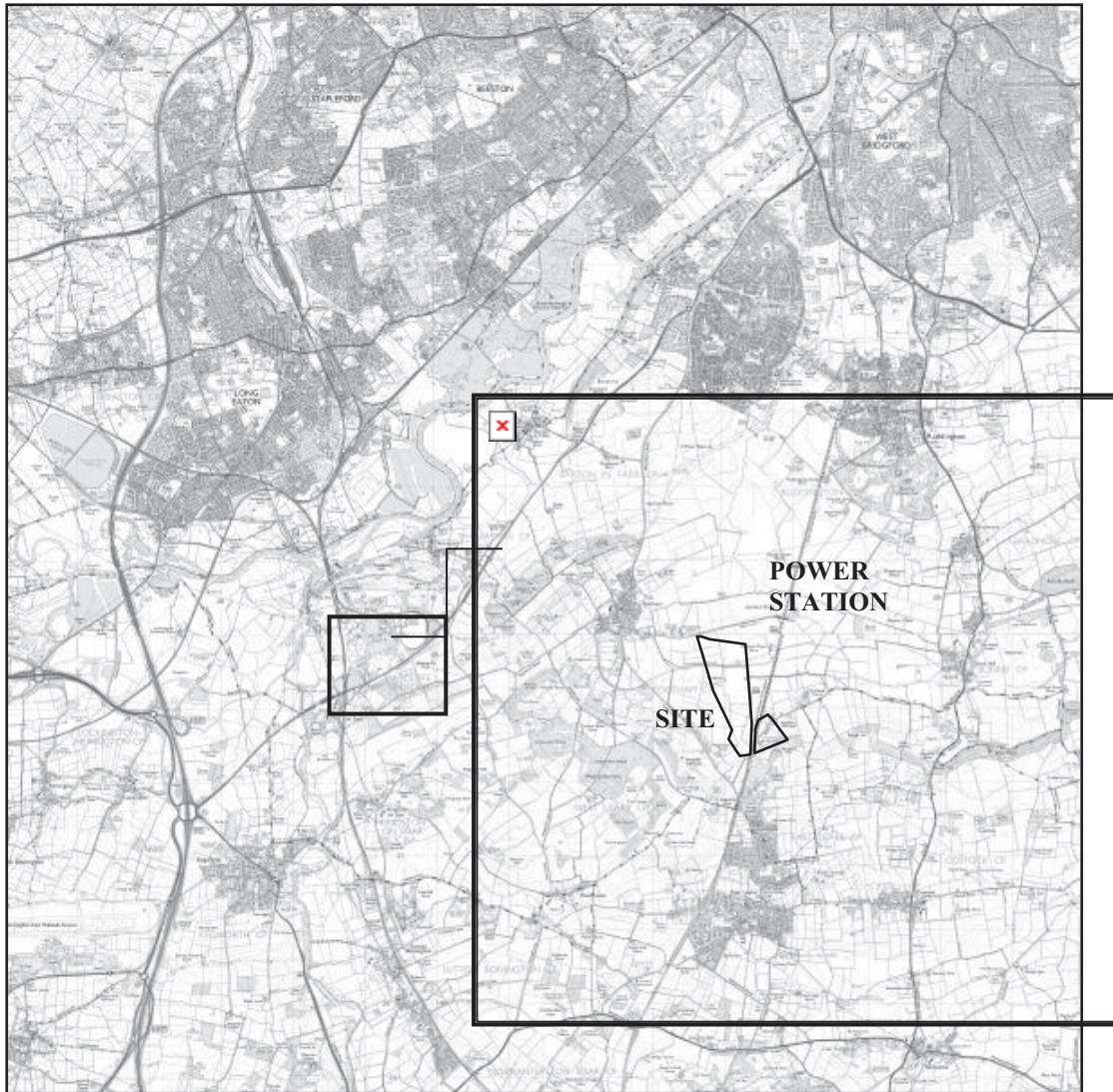


Figure 1: Site Location. Scale 1: 25 000. Inset 1: 10 000  
© Crown Copyright. All rights reserved. Licence number AE 100029495.



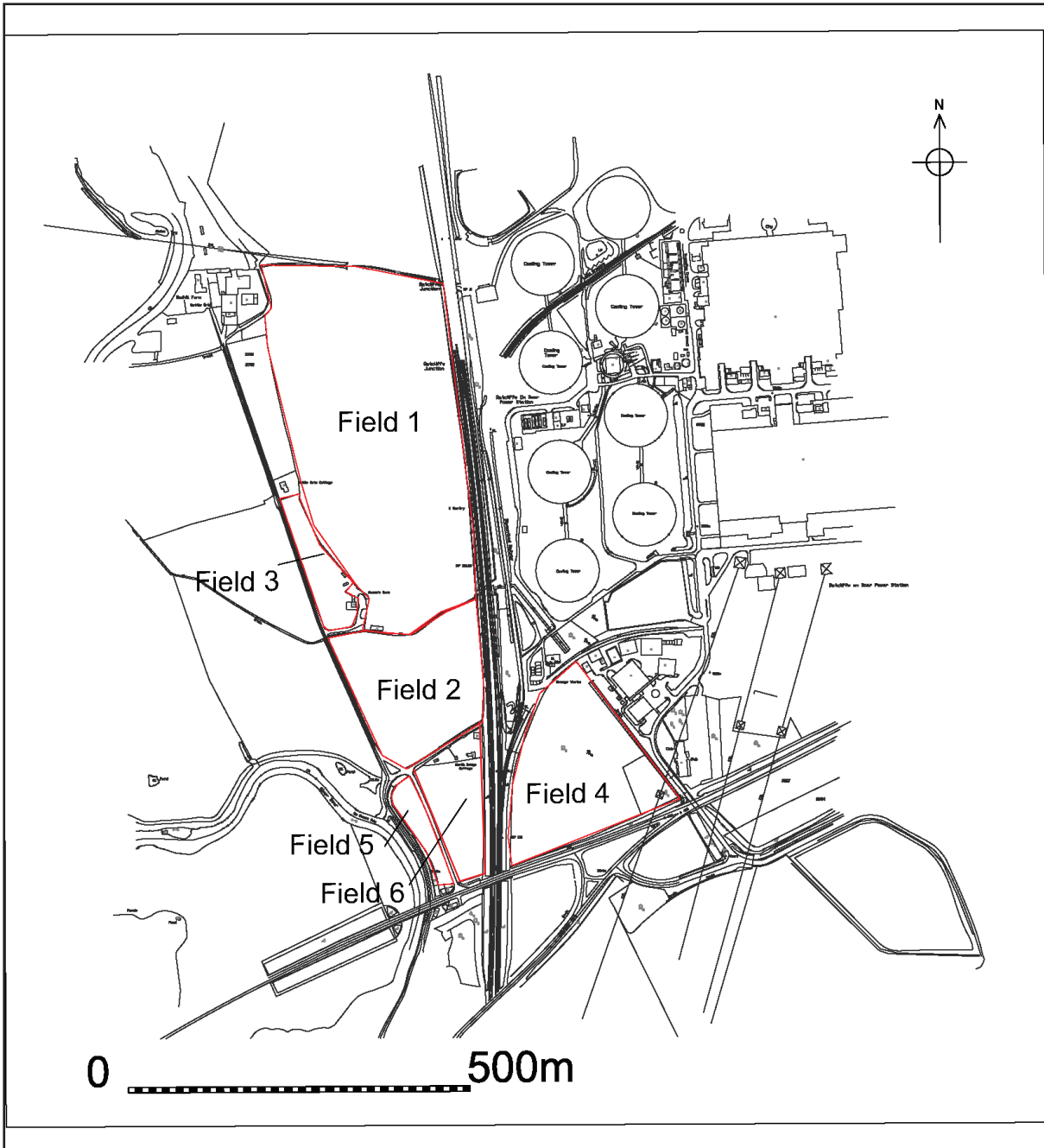


Figure 2: Reference plan for field Locations

### Archaeological Background

The Scheduled Monument of Redhill (SM Notts141; SMR 500) lies *c.* 20m to the north of the site. It is marked on early maps, inconsistently, as a temple or villa. The site lies on high ground to the south-east of the confluence of the River Trent and the River Soar, which may have been the natural boundary between the Iron Age tribes of the Corieltavi and the Cornovii. The site may have been chosen as a sacred place due to its proximity to the confluence (Palfreyman and Ebbins 2003).

There have been some prehistoric finds from the proximity of Redhill including Mesolithic, Neolithic and Bronze Age flint artefacts.

Roman and Iron Age artefacts and remains have been recorded from the site since the early 18th century. Human remains (although not recorded or firmly dated) were discovered during mining and during the construction of the railway. There has been local amateur interest in the area since the 1920s and field-walking, small excavations and metal-detecting of the vicinity have produced a wealth of material from the Iron Age and Romano-British periods, including pottery, glassware, brooches, coins and various building material. This material has largely been discovered to the west of the scheduled area, suggesting that the shrine may have encouraged the growth of a small Roman town. This is borne out by the proximity of two Roman roads; one running from the Trent near Sawley towards Little Chester in Derby, the other along the bank of the Soar to Shepshed and must have passed close to the site, although the exact locations of both roads have not been fully identified.

Excavations in the 1950s and in 1963 on the Redhill site (Houldsworth 1963; Palfreyman and Ebbins 2003) uncovered a Roman building, associated with 2nd-4th century pottery, a lead tablet and a burial dated to the 1st century AD. Fieldwalking has produced finds of floor tiles, hypocaust tiles and other Roman building materials (Elsdon 1982).

More recent archaeological work in the area included work at the edge of the cliff at Redhill (Reeves 1992), which uncovered further Romano-British deposits and a watching brief during cable laying (Dawson 2001), which showed two phases of agricultural field systems dated to the 1st-2nd and 3rd-4th centuries. Medieval ridge and furrow field systems have been identified across the site during aerial photographic surveys (Cuttler 2003, Stephenson 1999). A possible ring ditch has also been identified from aerial photographs lying on the southern part of the site in the field to the east of Field 3 (TPAT 1992), although no evidence was found for this during the later evaluation (Hunt & Score 2007).

***Previous Archaeological Work***

The development of East Midlands Parkway has led to a sequence of intrusive and non-intrusive archaeological work on the site, latterly managed by RPS Planning and Development. A desk-based assessment has been produced by CPM Environmental Planning (Stephenson 1999) although this was not made available to RPS Planning and Development or ULAS.

The table below shows the different stages of archaeological work.

<b>Phase</b>	<b>Description of Work</b>	<b>Field Nos (Figure 2)</b>
<b>1</b>	Evaluation (BA): 19 trial trenches 2001	1, 2, 3, 6
<b>1</b>	Geophysical survey (Archaeological Surveys) 2002	1, 2, 3, 6
	Watching Brief (ULAS) 2002	1
<b>2</b>	Evaluation (ULAS): trial trenches 2007	1, 2, 6
<b>2</b>	Building Recording of Mason’s Barn (ULAS) 2007	-
<b>3</b>	Evaluation (ULAS): 2 trial trenches 2008	4
<b>4</b>	Area excavation of Haul Road and Access Road 2008	2
<b>4</b>	Watching brief 2008	1, 3, 5

*Phase 1 evaluation*

An archaeological evaluation (Phase 1) of the site was carried out by Birmingham Archaeology (BA) in 2001 (Cuttler 2003). This work comprised the excavation of 19 trenches over four fields. Archaeological features were discovered in many of the trenches,

including ditches relating to field systems containing Romano-British material and one ditch that contained pottery dated to the Bronze Age. Further features included pits and post-holes containing Roman material. The evaluation also recovered several more finds from the spoil and the surrounding area. These included worked flint, copper alloy objects, iron objects, slag, lead and a several Roman coins, mainly from the period AD 270-340. The archaeological material was mainly concentrated on the western side of the site, between the knoll and the road and on the northern part of the site, just south of the Scheduled Monument.

#### *Geophysical survey*

A geophysical survey was carried out on the site by Archaeological Surveys (Sabin & Donaldson 2006). This survey showed medieval / post-medieval field systems (ploughed out ridge and furrow) aligned north-west to south-east and north-east to south-west throughout the site plus a few anomalies that suggested archaeological potential in the south-west and northern parts of the site, reflecting the results of the Phase 1 evaluation.

#### *Watching brief*

A watching brief was carried out by ULAS in 2006 (Patrick & Clay 2006) during the excavation of six geotechnical test pits. Two linear features were recorded, although no dating evidence was found.

#### *Phase 2 evaluations*

After initial design of the proposed development, RPS Planning and Development devised a strategy of further trial trenching in the areas of proposed impact by the development.

The Phase 2 evaluation was carried out by ULAS in 2007 (Hunt & Score 2007) comprising trial trenching of Fields 1, 2 and 6 (Figure 2). The evaluations revealed that the archaeological remains appeared to be concentrated on the lower lying lands to the west and south of the knoll in Field 1, largely confirming the evidence from the previous BA evaluation. There was also a concentration of features in the trenches in the south-west corner of Field 2, upon the freer draining sands.

The only prehistoric deposit comprised a linear feature, containing Neolithic-Bronze Age pottery, towards the north-east corner of Field 1 (Hunt and Score 2007, 9, Trench 19), which confirmed evidence located during the BA evaluation (Cutler 2003, Trench 02). Generally the dating evidence suggested several phases of occupation during the Romano-British period with the main phase being during the 2nd century, although occupation would appear to have continued into the 3rd and 4th centuries (Hunt & Score 2007). A building survey of Mason's Barn, which lies between Fields 1 and 3 was also carried out during the evaluation work (Hurford 2007).

The Phase 2 evaluations led to the finalisation of the proposed development (Fig 3), designed to preserve the most significant archaeological remains, on the northern and western sides of the site, in situ.

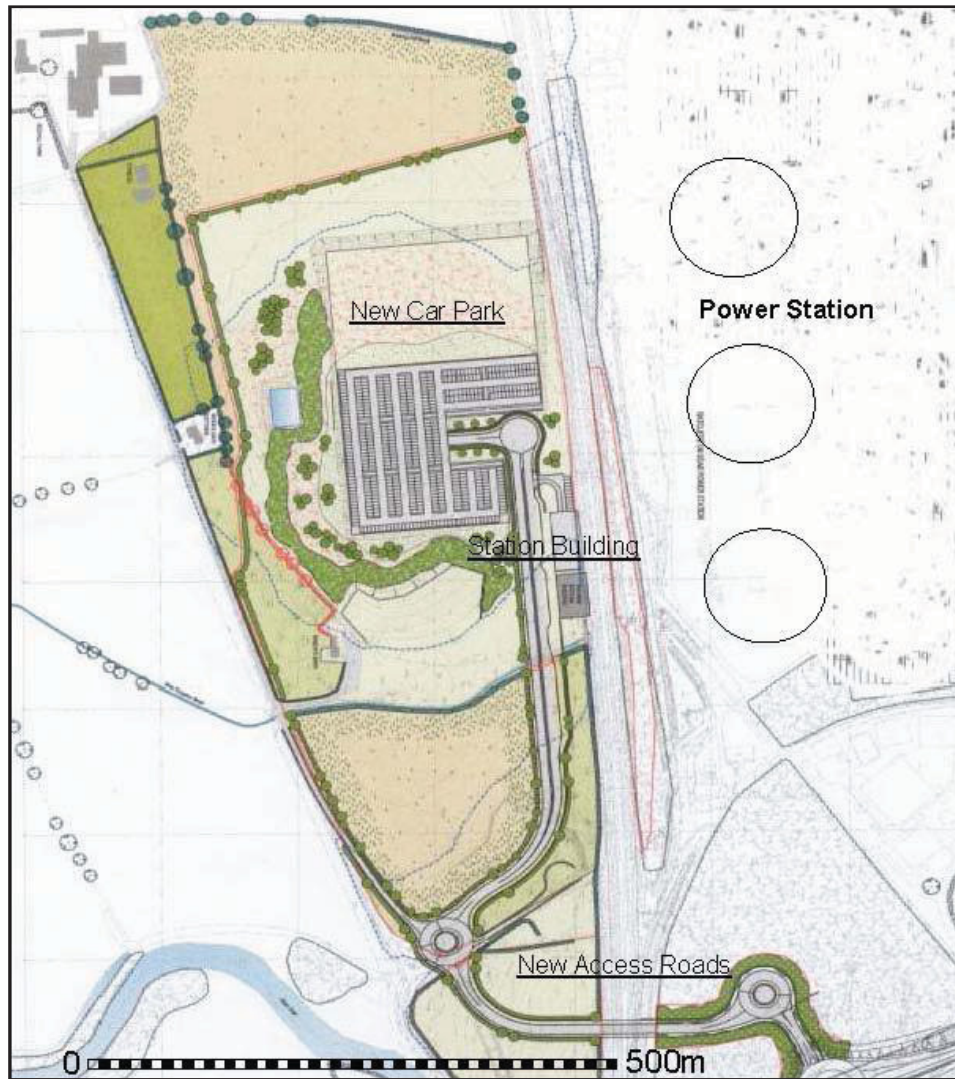


Figure 3: Plan of proposed development of East Midlands Parkway. Derived from plan provided by RPS Planning

## Section 1: Phase 3 Evaluations

The final stage of evaluation (Phase 3) was undertaken to the east of the railway on the line of a proposed new Access Road and roundabout in Field 4 leading from the western side of the A453 to the new bridge to be built over the mainline railway, which lies to the west of Ratcliffe power station (Figure 4). The Phase 3 evaluation was undertaken later than the Phase 2 evaluation due to the presence of trees.

### *Aims and Methods*

The aim of the Phase 3 evaluation was to establish the presence or absence of archaeological deposits. If archaeological deposits were present, the aim was to determine their extent, character, date, function and quality of preservation and to link these results to the existing research framework (Cooper 2006).

Specific research aims were:

- Was there any evidence for the survival of prehistoric features/deposits on site?
- What is the extent of the Romano-British deposits across the site, and how do they relate to the Scheduled Monument to the north?
- What is the extent of the ground disturbance on the southern edge of the site, caused by the construction of the Power Station?

All work followed the Institute for Archaeologists (IfA) *Code of Conduct* (2006) and *Standard and Guidance for Archaeological Field Evaluations* (2001) and adhered to the Standing Conference of Archaeological Unit Manager's (SCAUM) Health and Safety Manual and ULAS's Health and Safety Guidelines (2001) and Health and Safety Policy (2007). The recording followed the ULAS Field Recording Manual.

Within Phase 3 it was proposed to evaluate a 2% sample of the impacted land to the east of the railway (Field 4). This equated to two trenches, one measuring 20m x 1.6m and one measuring 40m x 1.6m.

The area had recently been covered by trees and there were therefore numerous roots within the soils, which hindered the excavation of the trenches in some areas; some very large roots were left in situ and worked around.

All trenches were positioned prior to excavation using a Topcon Differential Global Positioning System (DGPS) and were scanned for services before excavation using a CAT scanner. The trenches were excavated using a small tracked excavator fitted with a toothless ditching bucket down to the natural substratum or archaeological layers, whichever was reached first

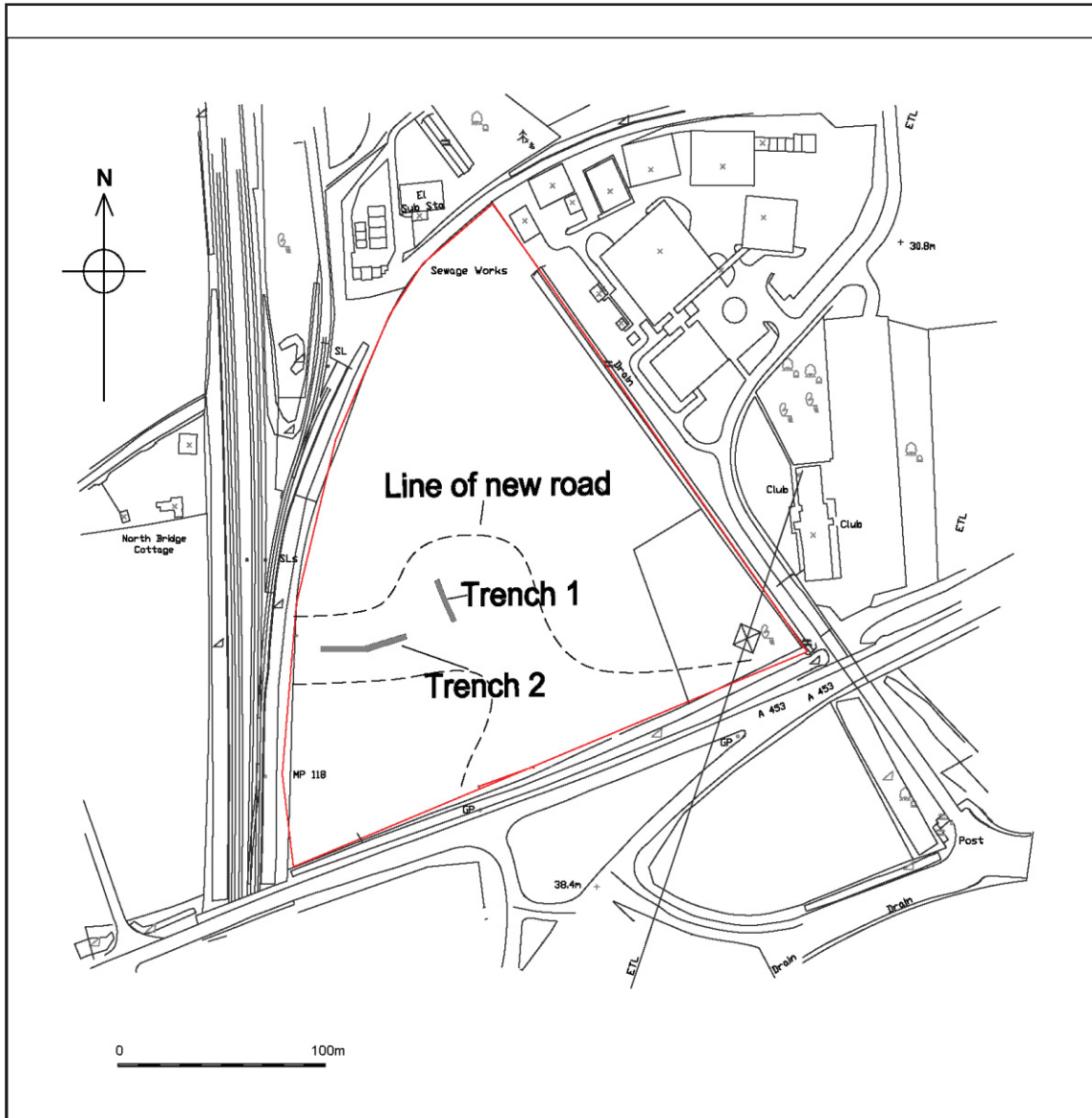


Figure 4: Location plan for Phase 3 evaluation trenches

**Results**

*Trench 1 (Plate 1)*

Aligned south-east to north-west (all measurements are from the ground surface at the top of the trench).

Interval (m)	0 (SE)	5	10	15	20 (NW)
<b>Topsoil Depth</b>	0.17m	0.10m	0.18m	0.15m	0.30m
<b>Subsoil Depth</b>	-	-	-	0.50m	0.80m
<b>Top of Natural substratum</b>	0.17m	0.10m	0.10m	0.65m	1.10m
<b>Base of trench</b>	0.17m	0.20m	0.36m	0.80m	1.10m



Plate 1: Post-excavation view of Trench 1. Looking north-west

*Trench 2*

Trench aligned east to west (All measurements are from the ground surface at the top of the trench)

Interval (m)	0 (W)	5	10	15	20	25	30	35	40 (E)
<b>Topsoil Depth</b>	0.20m	0.25m	0.18m	0.20m	0.20m	0.14m	0.13m	0.20m	0.37m
<b>Top of Natural substratum</b>	0.20m	0.25m	0.18m	0.20m	0.20m	0.14m	0.13m	0.20m	0.37m
<b>Base of trench</b>	0.28m	0.35m	0.18m	0.30m	0.36m	0.24m	0.23m	0.20m	0.47m

In both trenches the topsoil varied in depth from between 0.10m and 0.37m and consisted of dark grey silty clay with few medium sized rounded stones and chunks of gypsum. Trench 2 contained no visible subsoil but at the north-west end of Trench 1 there was 0.50m thick layer of dark reddish grey silty clay subsoil with few medium rounded stones.

The substratum in both cases was red or brownish red mudstone, heavily disturbed by roots.

No archaeological features or finds associated with archaeological features were discovered within the evaluation trenches. This confirms the evidence from the Phase 1 evaluations carried out by Birmingham Archaeology in 2001 and the Phase 2 evaluations by ULAS in 2007, which show the archaeology to be largely concentrated in the northern and western parts of the fields to the west of the railway. It is also likely that this area was heavily truncated during the construction of the power station and subsequent planting of the forest. This is confirmed by the lack of subsoil across most of the area.



## **Section 2: Phase 4 Mitigation**

Based on the results of the Phase 1 - 3 assessments and evaluations a mitigation strategy was formulated by RPS Planning and Development. The programme of archaeological work comprised a controlled strip, plan and record exercise, excavation and watching brief.

### ***Aims and Methods***

#### *Excavation*

The controlled strip, plan and record exercise took place within Field 2 along the line of the proposed Haul Road, leading from the south-west corner of the field to the north-east and along the Access Road leading from the south-west corner of the field along the western edge of the field (Figure 5).

The aim of the Phase 4 excavation and recording was to ascertain the nature of the Romano-British and other deposits identified from the evaluations and their relationship with the Redhill Roman settlement to the north. The work would contribute towards the research aims outlined in Taylor (2006) including the study of Roman small towns and their hinterland (ibid, 155). A further aim was to assess whether there were any prehistoric features or deposits on site.

The previous evaluation had revealed several features in this area within three trenches, with a greater concentration than located in other areas of the site. Due to access considerations the Haul Road area was fully recorded and partially backfilled before the Access Road area was exposed. However, the plan of the areas is represented as one continuous excavation (Figure 6).

The Haul Road excavation (Figure 5) consisted of a curved linear trench measuring approximately 105m x 9m, which followed the line of the proposed Haul Road (Plate 2). The trench was excavated from the south-west corner of the field to the north east by a large tracked excavator, which removed the upper strata of the soils down to archaeology or natural substratum. The depth and composition of the upper soil layers varied throughout the trench with the soils generally becoming deeper as the work progressed north east, and then become more shallow at the north east end. Due to health and safety considerations the trench was stepped slightly along the deepest sections.

The Access Road area (Figure 5) was excavated under similar conditions with the upper soils stripped down to the archaeological deposits or natural substratum. This trench incorporated the whole of Trench 30 of the Phase 2 evaluation.



Plate 2: Haul Road trench, after stripping, looking north-east



Plate 3: Work in progress on Access Road trench, looking north-west

### *Watching Brief*

The watching brief was carried out during the stripping of Field 5 prior to its use as a storage area associated with the construction of the new station and Access Roads. Further archaeological attendance was carried out during the stripping of the area around the knoll in Field 1, the Haul Road in Field 2 and during the excavation of trenches for drainage across Fields 1 and 3. The ground-works in these areas were carried out using a large tracked excavator.

The purpose of the watching brief was to ascertain whether archaeological deposits were present. If so, the character, extent and date range of any deposits identified would be established, in order to assess their significance. Recording of these deposits was carried out as appropriate, and an archive and this report produced. The work followed the Institute for Archaeologists (IfA) *Standard and Guidance for Archaeological Watching Briefs (2001)*, and adhered to the University's and the contractor's (Birse Ltd) Health and Safety policy.

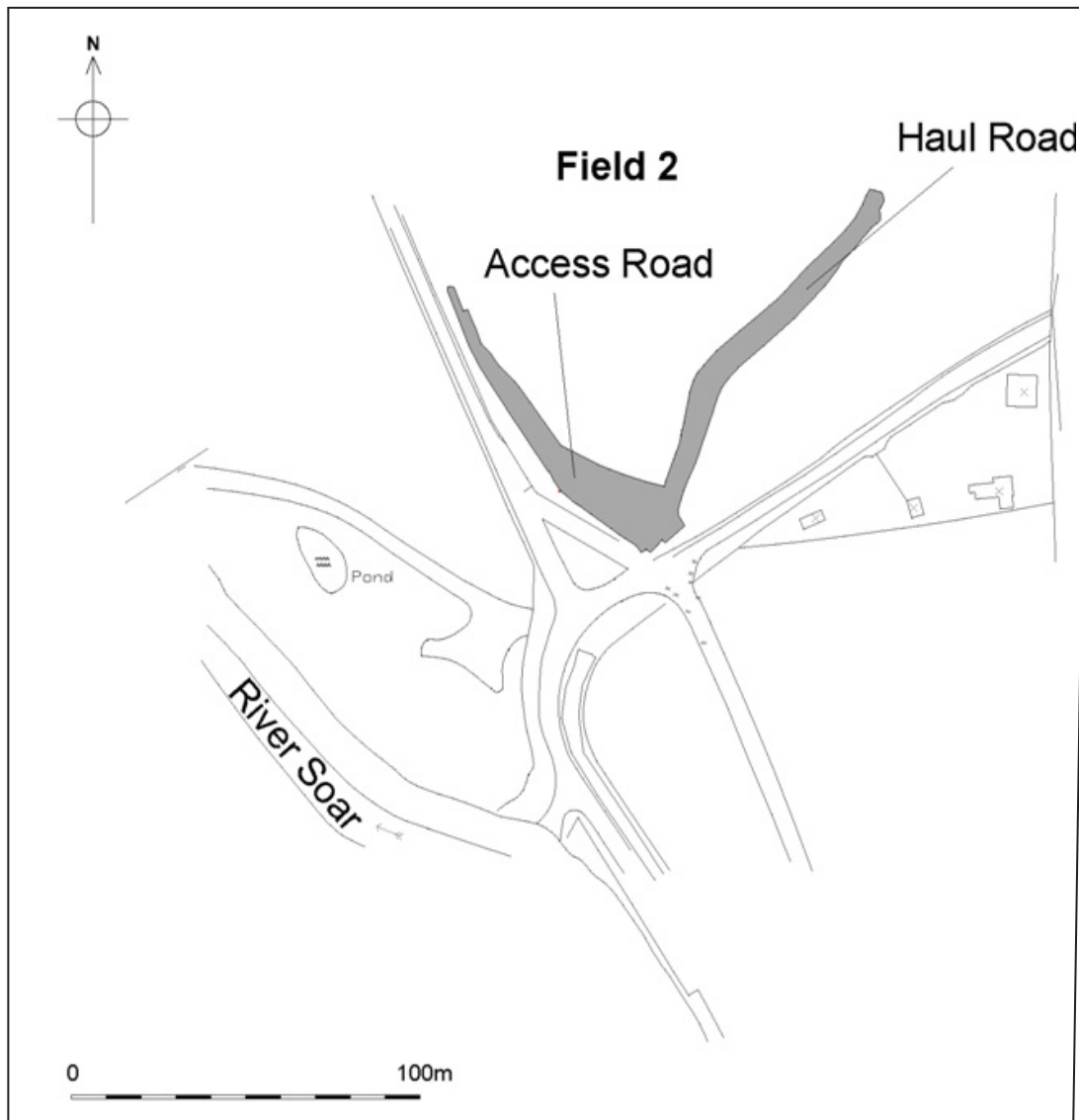


Figure 5: Plan of area of excavation (Phase 4)

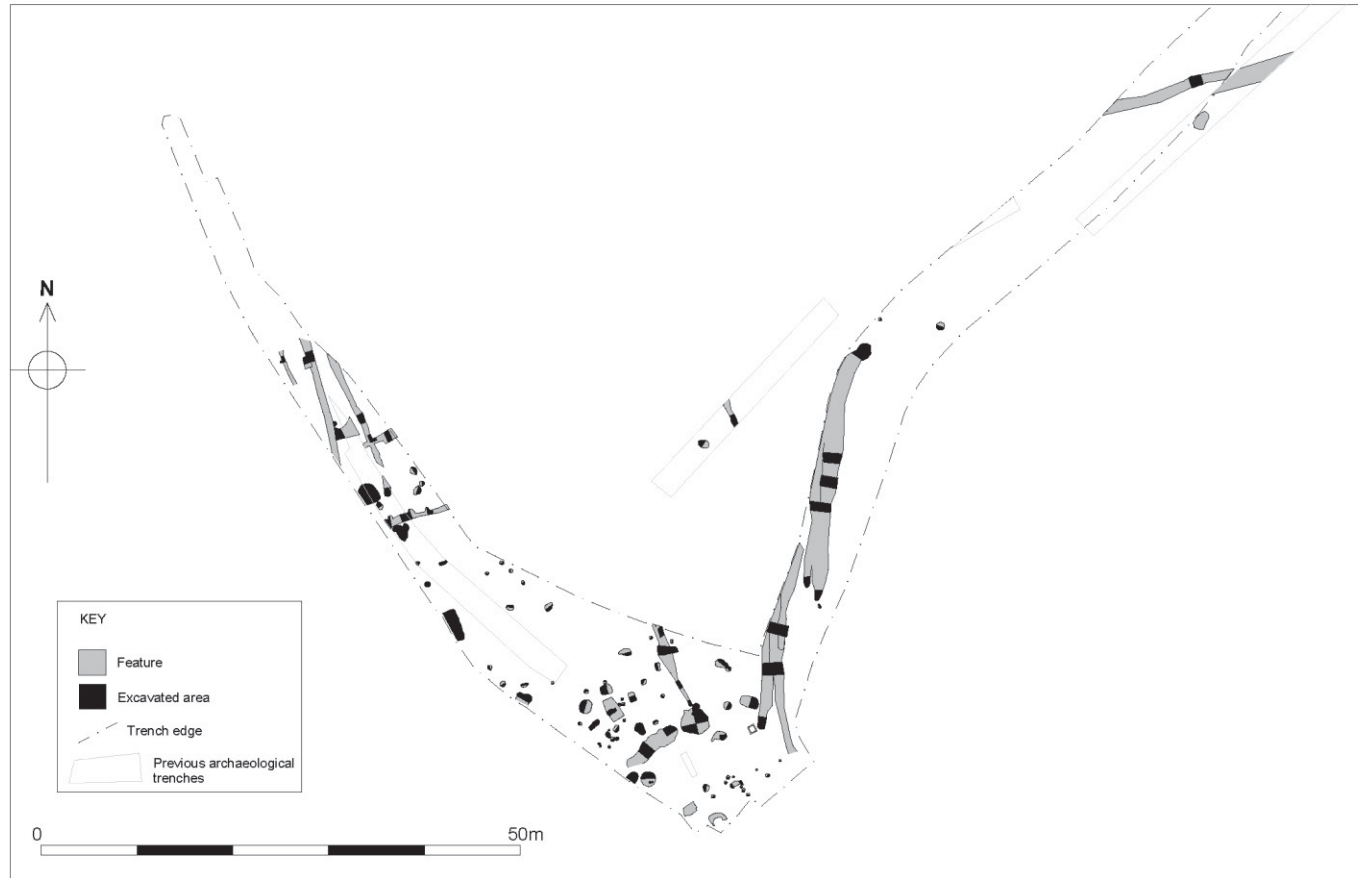


Figure 6: Post-excitation plan of site, showing features and sampled areas

## ***Results: Phase 4 Area Excavation***

### *Stratigraphy*

The stratigraphy at the southwest end of the Haul Road comprised 0.30m of loose dark grey sandy silt topsoil (58)(Figure 7a) with up to 40% small stones and fragments of ceramic building material overlying 0.2m of greyish-brown sandy subsoil (59) (Figure 7a) with 10% sub-rounded and sub-angular stones at the south west end. Close to the middle of the area the soils deepened to 0.5m of topsoil over 0.3m of silty clay subsoil with larger pieces of building material including complete bricks and pieces of concrete. At the north-eastern end there was *c.* 0.27m of topsoil immediately above the substratum.

In a five metre section of the trench approximately 13m-19m from the south-western end was a layer of brownish pink silty clay under the subsoil (59). This layer would appear to be fill (76), fill of ditch [68], seen in section (Figure 7a). Under [68] was a dark yellowish brown sandy silt, which was likely to be fill (73). The trench varied in total depth from between 0.6m at its shallowest to 1m at its deepest.

The substratum at the south-western end was sand gradually becoming mixed with clay until it became completely mudstone at the north-eastern end. The archaeological features were largely concentrated on the sandier south-western end of the trench.

Trench 17 from the BA evaluation and Trench 32 from the ULAS evaluation were observed close to the north-east end of the area. Further modern intrusions could be seen close to the eastern baulk.

The second area to be excavated was a trench following the line of the new Access Road. The trench was *c.* 17m wide at the southern end, tapering to *c.* 2m at the north-western end. Generally the trench was of uniform depth approximately 0.85m deep. A 0.4m-0.5m layer of very loose dark greyish-brown loamy topsoil with 30% stones overlay around 0.2m mid-brown to dark brown silty sand subsoil, with far fewer stones than the topsoil (Figure 7b). Towards the north-western end of the trench was distinct layer of gravel between the topsoil and subsoil, which varied from *c.* 0.1m to 0.2m in thickness. Throughout the area the substratum consisted of brownish yellow sand with patches of gravel and patches of different colour sands ranging from pinkish-brown to yellowish-brown.

### *Haul Road*

The most significant archaeological features within the Haul Road trench were a series of linear ditches, aligned north-south along the western side of the trench. These ran for *c.* 25m before disappearing into the baulk of the trench. They consisted of two groups of linear features, both running parallel to each other, with each group comprising two or more intercutting features (Figure 8).

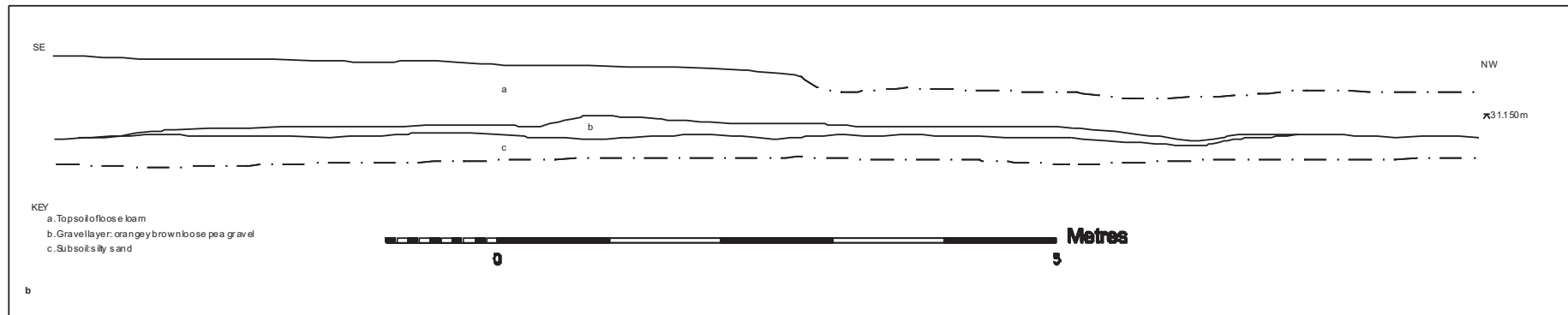
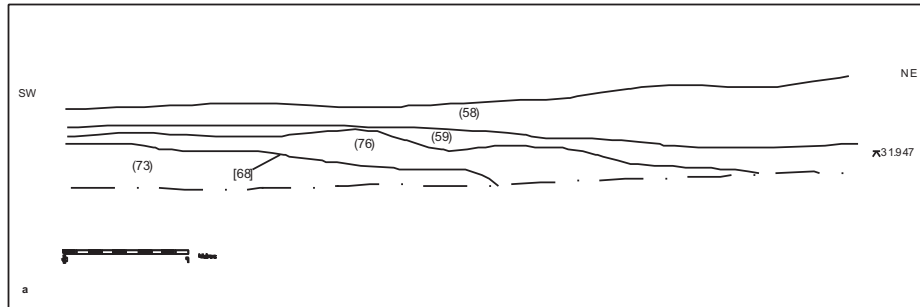


Figure 7a: South-east facing section of the Haul Road trench  
Figure 7b: North-east facing section of northern end of Access Road trench

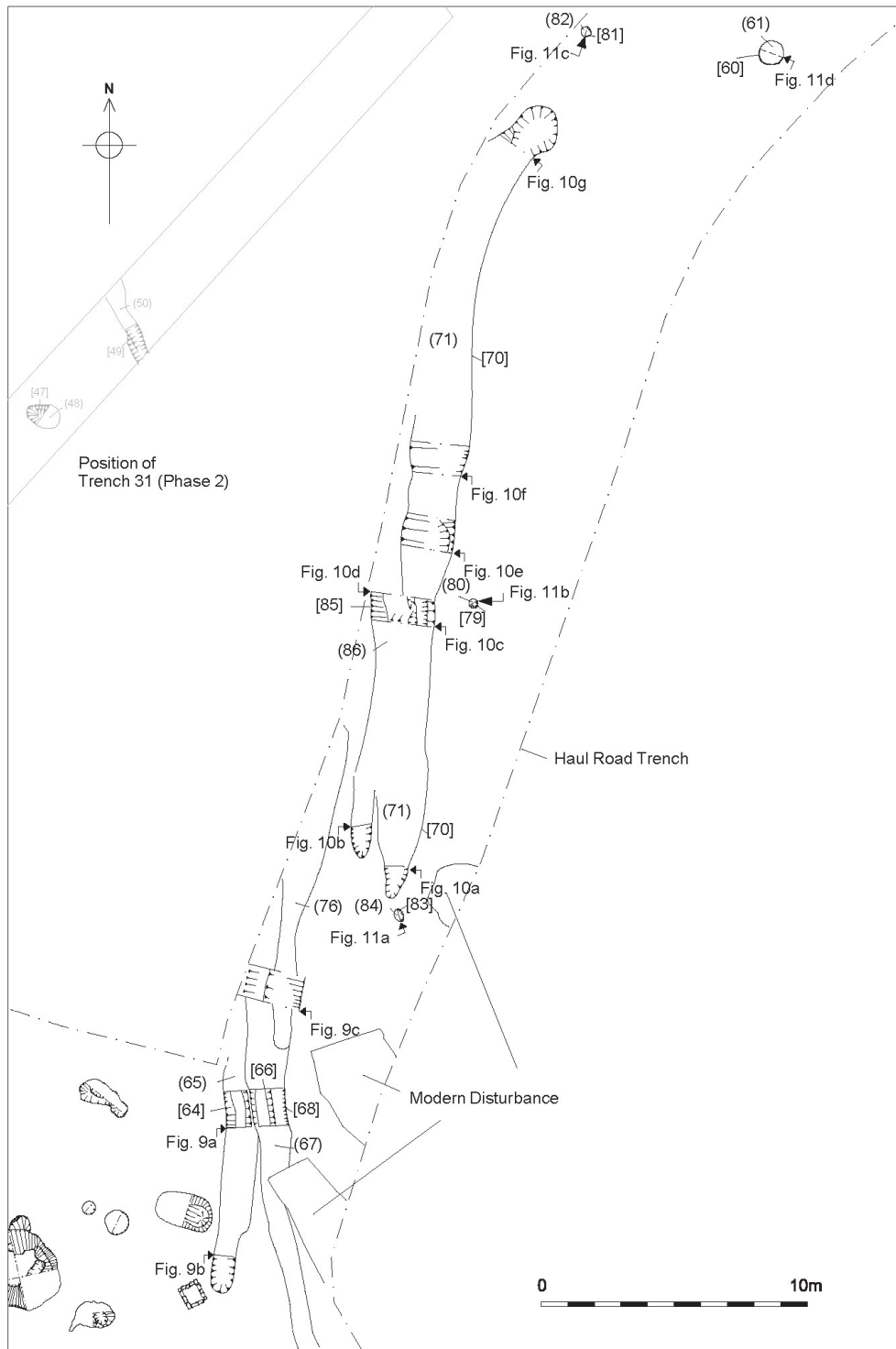


Figure 8: Post-excavation plan of southern end of the Haul Road trench.

The first group comprised ditches [64], [66] and [68]. Feature [64] had gently sloping sides and a u-shaped base and had been cut by a later ditch [66], both running on a N-S alignment (Figure 8). Both ditches were *c.* 1.2-1.5m wide and *c.* 0.45m deep, although ditch [66] was only *c.* 0.25m deep at the southern end (Figure 9, a and b). It is likely that both features were truncated at their southern end (Plates 2 & 5).

The fills of [64] and [66] ((65) and (67) respectively) were of mid yellowish or reddish brown silty sand with small and medium stones, although (67) had more charcoal flecks within its mix and was consequently darker. Ditch [64] contained several sherds of Roman pottery including a complete neck and rim of a flagon, dated to the mid 2nd century. Ditch [66] contained 2nd-3rd century Roman pottery, including Black Burnished ware and pieces of Manchetter-Hartshill mortarium, plus a small piece of Samian ware dated to the 1st century. The fills of both ditches also contained animal bone.

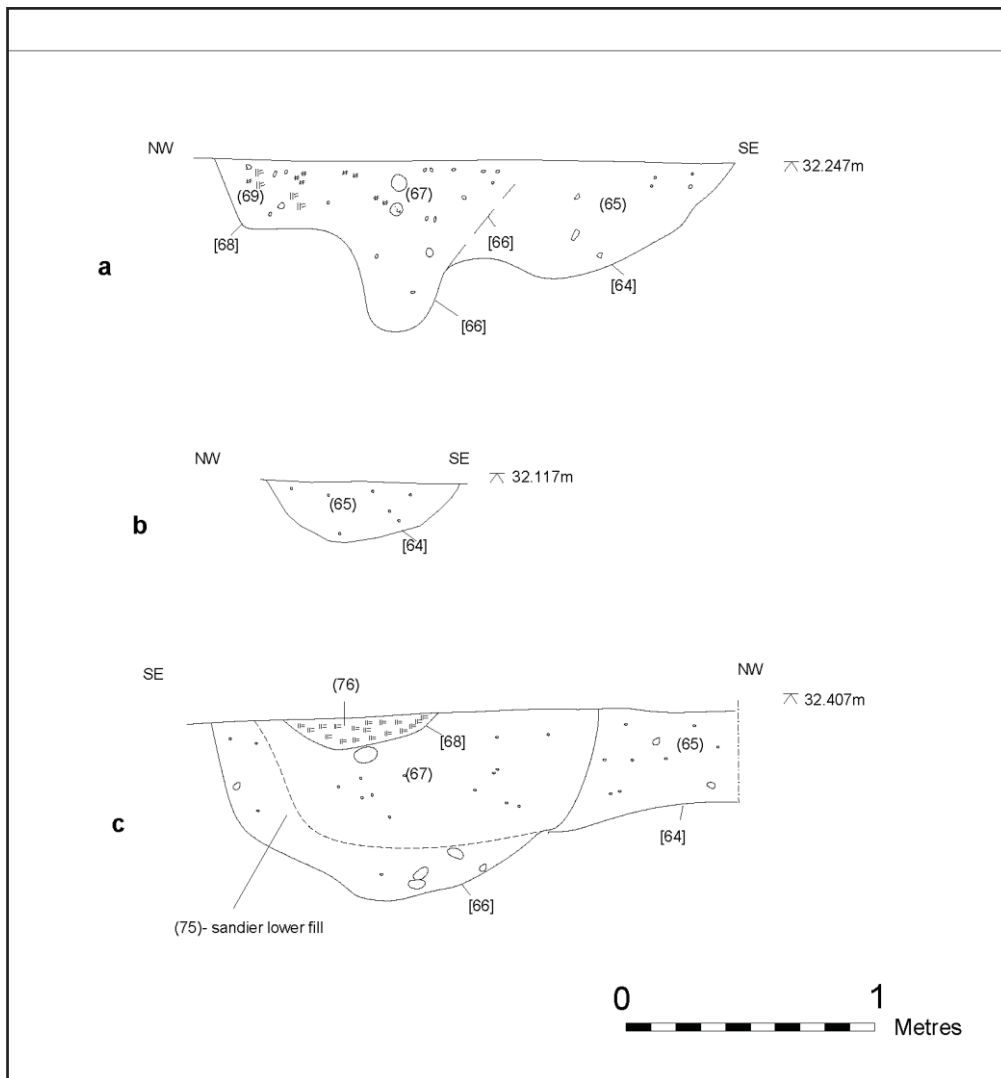


Figure 9: Ditch sections of features [64], [66] and [68] (See Figure 8)



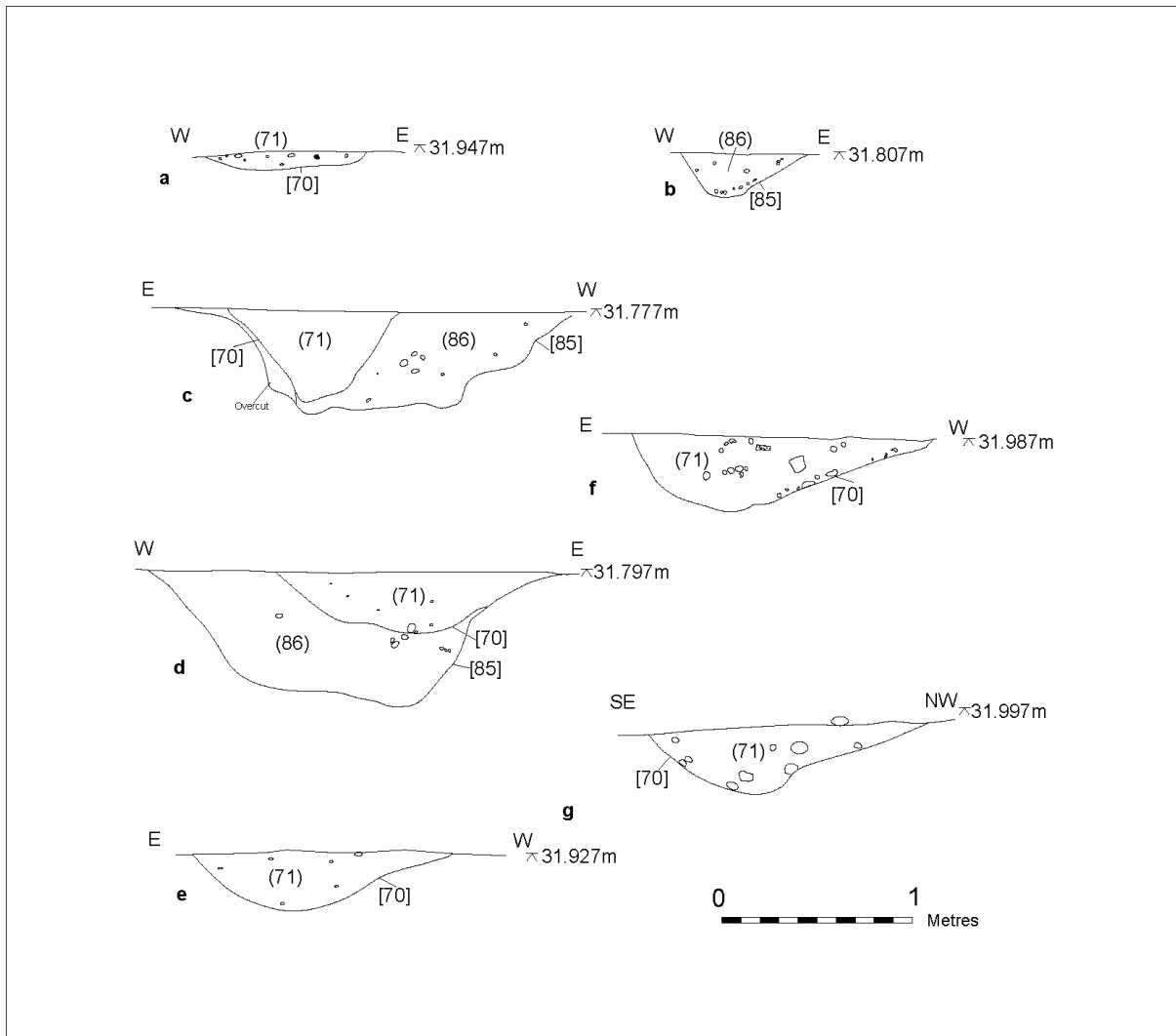


Figure 10: Ditch sections from features [70] and [85] (see Figure 8).

Ditch [66] was cut along its eastern edge by a later ditch [68]. The fill of this ditch (69) comprised yellowish-brown silty clay with clay inclusions and less than 10% stones. Further north the fill could be seen as a brownish pink clay or silty clay (possibly re-deposited mudstone) (Figure 8 (76) and Figure 9c). This fill is similarly to layer „c’ visible in the section to the north (see Figure 7a) and contained Black Burnished ware, dated to the early 2nd century.

The second group of ditches ([70] and [85]) were found to the north-east of the first group (Figure 8). Feature [70] varied between *c.* 0.7-1.5m wide and 0.1-0.5m deep with gently sloping sides (Figures 10a-g). Feature [70] cut feature [85] although the fills ((71) and (86)), were similar comprising greyish-brown sandy silt with occasional medium sized pebbles. Feature [85] varied between 1.5 - 1.9m in width and 0.6-0.7m in depth before continuing into the baulk of the trench, while feature [70] turned slightly eastwards before terminating. Ditch [85] contained Black Burnished ware, and several sherds of pottery, including a Roman

oxidised ware jar with roulette decoration and a piece of 13th century Green Glazed pottery were recovered from Ditch [70]. Both fills also contained bone.

Three isolated postholes lay close to the line of ditch [70] (Figure 8). Oval posthole [83] lay close to the southern terminus of ditch [70] and had a diameter of 0.45m x 0.25m and a depth of 0.1m (Figure 11a). The fill (84) consisted of a dark yellowish-brown sandy silt with very few angular stones, one larger pebble and Roman and medieval pottery. Feature [79], which lay further north, close to the interface of ditches [85] and [70], was very similar to [83], but with no finds (Figure 11b). A third post-hole feature [81] lay close to the end of feature [70]. This had a diameter of 0.35m and a depth of 0.13m. The fill (82) was mid-brown sandy silt with very few small pebbles; there were no finds (Figure 11c).

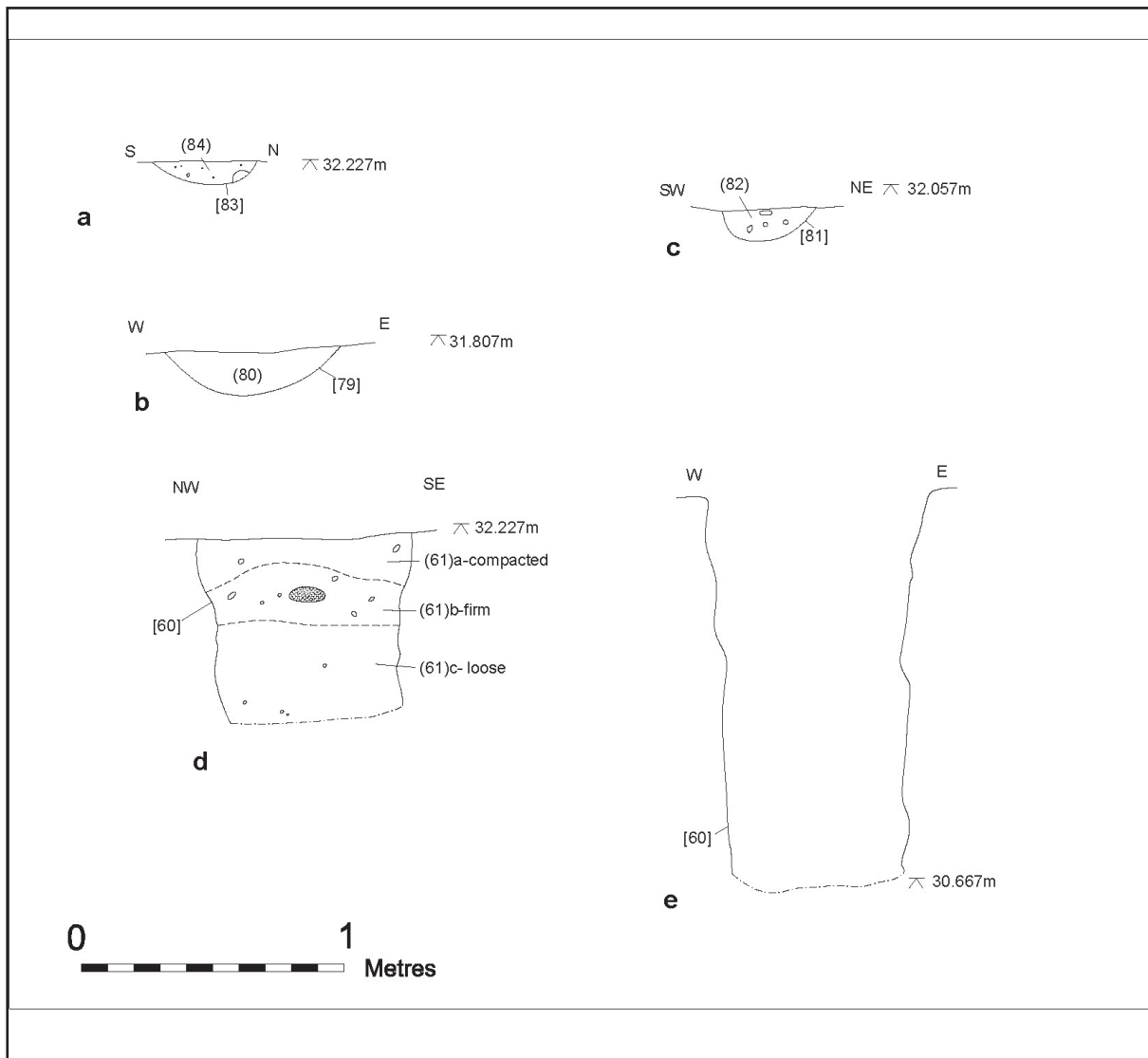


Figure 11: Well [60] and post-hole [79], [81] and [83] sections (see Figure 8)

Towards the eastern side of the trench, was a large, deep pit [60] (Figure 11d, 11e & Plate 4). This measured 0.8m in diameter and was at least 1.5m deep and vertically sided and can be interpreted as a possible well. The fill (61) consisted of brown silty clay with few stones and charcoal, bone and many sherds of medieval pottery, mostly dating to the 11th-14th centuries, including pieces of at least two Light Bodied Gritty ware jars. A single sherd of Nene Valley

colour coated ware dating to the late 2nd-early 3rd century was also recovered from the pit. The fill was far more compacted at the top of the feature.



Plate 4: Post-excitation view of well [60]



Plate 5: Post-excitation view of Haul Road, looking north

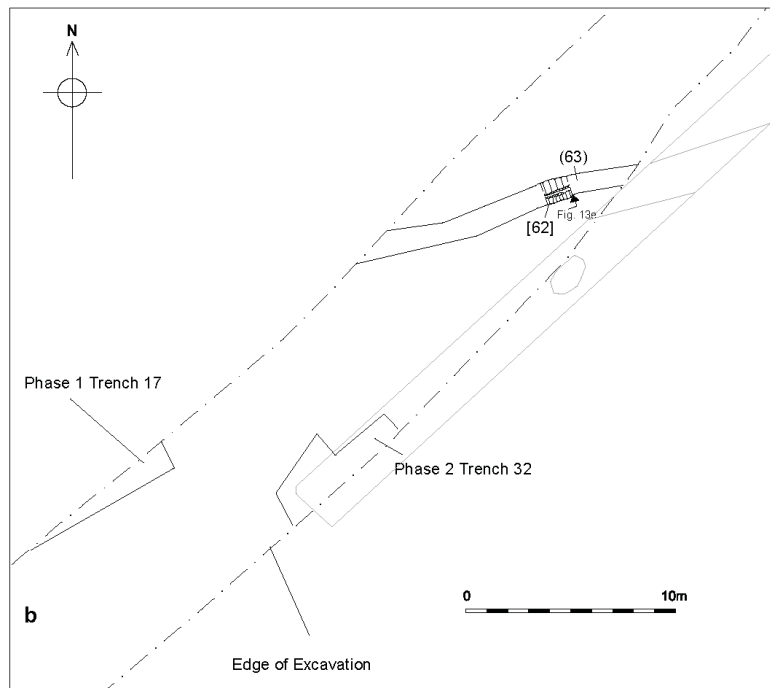
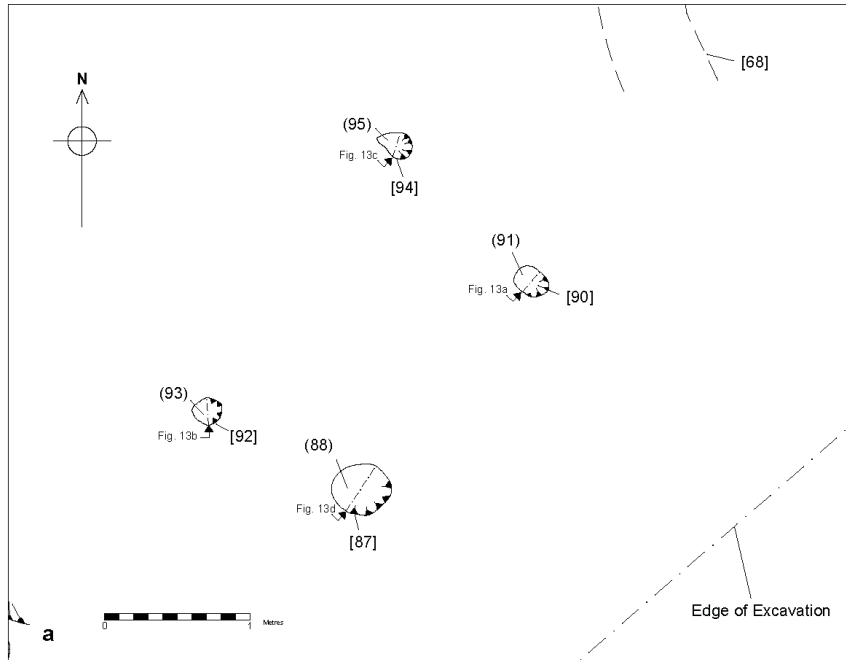


Figure 12a: Post-excitation plan of southern end of Haul Road trench  
Figure 12b: Northern end of Haul Road trench

At the southern end of the trench was a group of four small sub-circular post-holes arranged in a rectangle (Figure 12a and 13a-d). Features [90], [92] and [94] were all of a similar size (around 0.2m in diameter). Feature [87] was slightly bigger at 0.35m diameter. The fills (88), (91), (93) and (95) were fairly similar consisting of dark grey brown sandy silt with occasional pebbles and charcoal flecks. Both fills (88) and (93) contained medieval pottery.

The northern part of the trench was largely featureless except for a narrow linear feature [62] (Figure 12b). This ran across the trench from west to east and was approximately 1.3m wide and 0.35m deep, with a shallow northern side and a steeper southern side. The fill (63) was a pinkish-brown silty clay with rounded pebbles (Figure 13e) and contained post- medieval and modern pottery, bone and metal.

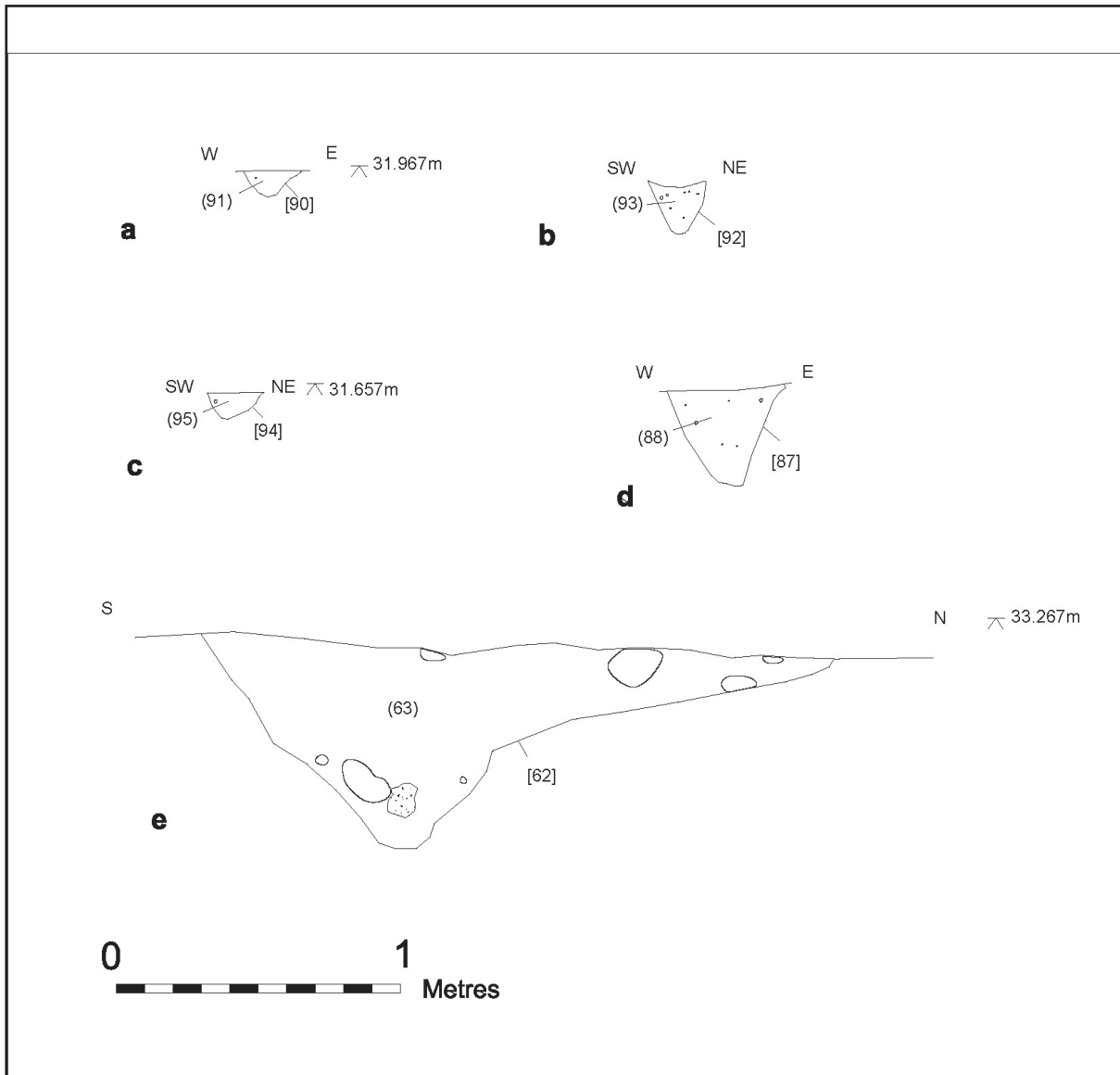


Figure 13: Sections of features [62], [87] and [94]; (see Figure 12 for locations)

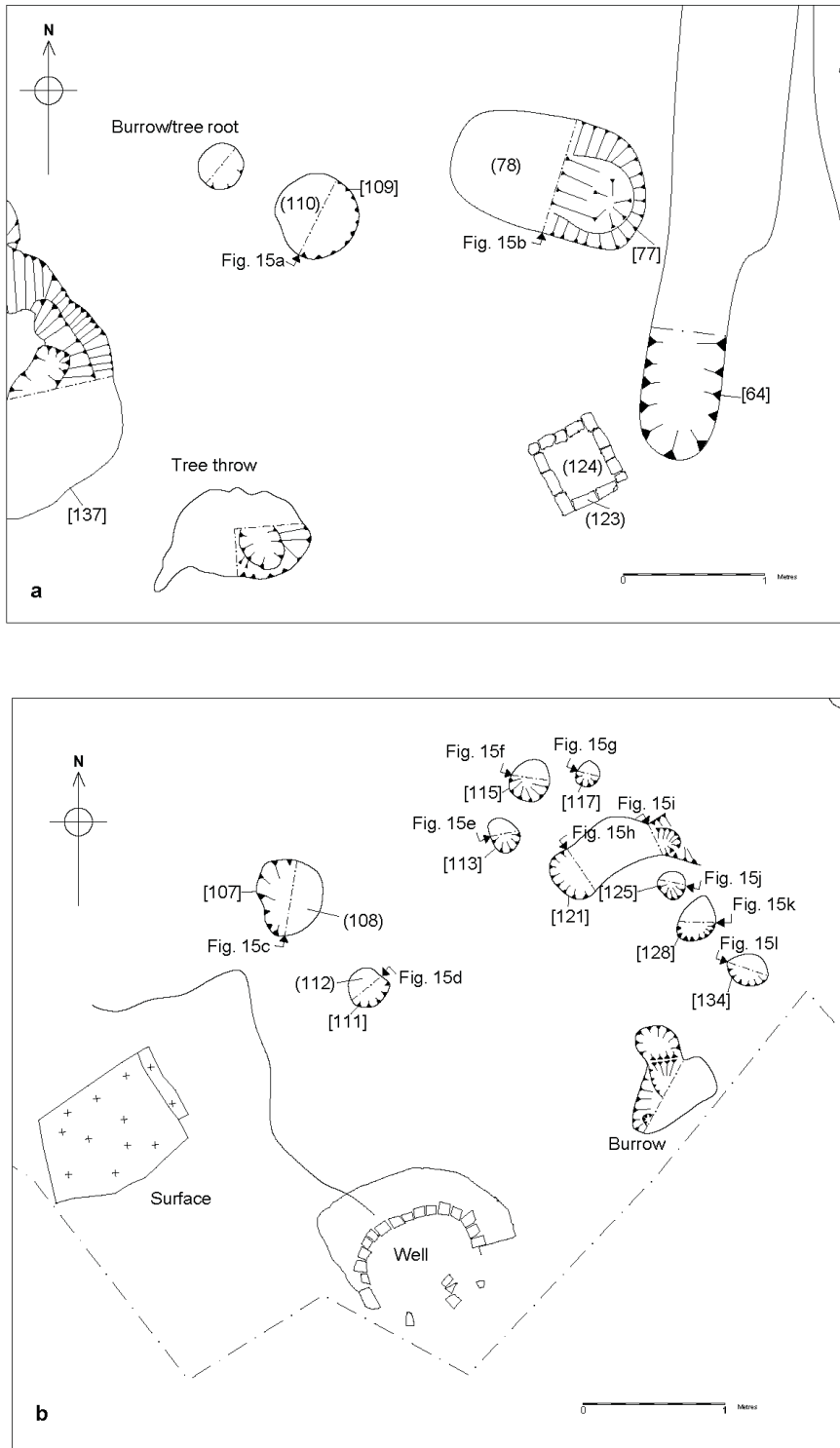


Figure 14: Post-excavation plans of south-eastern end of Access Road trench

### *Access Road*

At the junction of the Haul Road and the Access Road was a large oval pit (Figure 14a; [77]). This measured 1.19m x 1.99m and was 0.4m deep, with fairly shallow sides and uneven base (Figure 15b). The fill (78) was orangey brown sandy silt with very occasional rounded pebbles and small angular pieces of gravel. Finds from the pit included fragments of animal bone and sherds of Roman pottery, including a grey ware jar with barbotine dot decoration and a flanged segmental bowl.

To the west of pit [77] was a pit [109], (Figure 14a) similar in form to [60]. The feature was 0.81m in diameter and was excavated to a depth of 0.8m. Further auguring showed it to be *c.* 1.2m in depth. The fill (110) was mid greyish-brown sandy silt with 5% sub-rounded stones and contained 2nd century Roman pottery and animal bone (Figure 15a).

Nearby were two shallow features that inspection revealed to be natural; most likely tree roots or animal burrows (Figure 14a). Close to the terminus of feature [64] was a rough square of roughly made red bricks of one course laid directly onto the sand substrate (Figure 14a; (123)). The bricks were burnt blue in places and were approximately 0.21m x 0.12m x 0.063m in size. These were laid end to end in a rectangular pattern measuring 0.8m by 0.73m, with the remains of a second course visible in the north-east corner. Within the square of bricks the fill (124) comprised grey silt and ash with black streaks and patches. This contained pieces of 19th century clay pipe, as well as charcoal, coal and clinker. Two modern features lay to the south-west of (123), which appeared to be a well and part of a collapsed wall or surface (Figure 14b).

Also to the south of [123] were two sub-rounded features (Figure 14b, [107] and [111]). Feature [107] was *c.* 0.71m x 0.64m and was *c.* 0.16m deep. The feature had a shallow northern edge and a steep southern edge (Figure 15c). The fill (108) was light brownish grey silty sand with frequent sub-angular pebbles and charcoal flecks and flecks of brick. The smaller feature [111] was *c.* 0.38 in diameter and 0.12m deep with smooth sides. The fill (112) was light brownish grey with common small angular pebbles and some charcoal flecks (Figure 15d). Neither feature contained any artefacts.

To the east lay a group of small post-holes and a curvilinear gully [121] (Figure 14b). The post-holes were a mixed group of various sizes. Post-holes [113], [115] and [117] lay to the north of [121] and were all sub-rounded, with smooth concave sides, between 0.24m and 0.4m in diameter. The fills ((114), (116) and (118)) were all dark greyish or yellowish-brown sandy silt with occasional sub-rounded pebbles and no finds (Figures 15e-g). Gully [121] was between 0.37m and 0.47m wide with fairly steep sides, between 0.22m and 0.3m deep, slightly shallower on the north-west side of the south-west terminus. The fill (122) was dark brown, slightly organic sandy silt with occasional sub-rounded pebbles and charcoal flecks. Artefacts from the gully included medieval pottery, flint, bone, glass and small pieces of brick and clay pipe (Figure 15h & i).

South of [121] lay three more post-holes (Figure 14b, 15j-l; [125], [128] and [134]). These formed a line oriented north-west to south-east and were similar in form to the post-holes further north. The exception was feature [128], which was slightly larger, *c.* 0.31m deep with steep sides (Figure 15k). Post-hole [134] contained several stones which may represent packing material for a post. (Figure 15l). Post-holes [128] and [134] both contained post-medieval pottery in their fill.

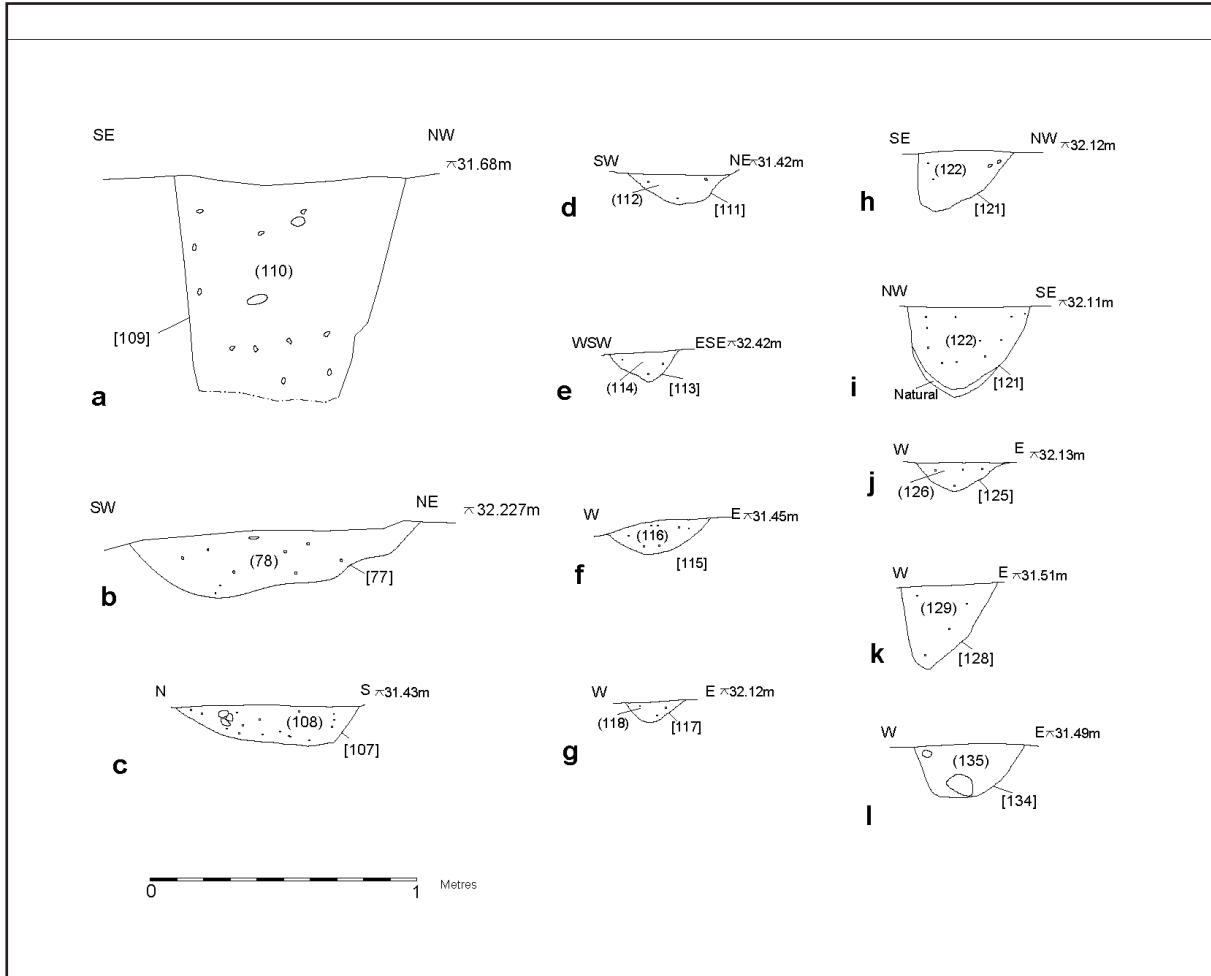


Figure 15: Sections of features [109], [77], [107], [111], [113], [115], [117], [121], [125], [128] and [134]; see (Figure 14)

Further along the trench to the north-west lay a large linear feature (Figure 16a, [131]). This feature was orientated south-west to north-east across the trench and contained modern finds such as plastic and string (Figure 17a).

North of [131] lay a shallow oval shaped pit (Figure 16a, [144]), containing modern pottery (Figure 17b). Close to [144] was an amorphous shallow pit [105], measuring 1.37m by 0.9m with uneven, shallow sides and a depth of 0.23m (Figure 17c). The fill (106), was yellowish-brown very sandy silt with small stones. The fill also contained eight sherds of Roman pottery dating to the 2nd century AD.



