



## A6020 MAINS RENEWAL, HASSOP, DERBYSHIRE

Archaeological Watching Brief





**A6020 MAINS RENEWAL,  
HASSOP, DERBYSHIRE**

**Archaeological Watching Brief**

Prepared for:  
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**Severn Trent Water**

by  
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## QUALITY ASSURANCE

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\* I= INTERNAL DRAFT E= EXTERNAL DRAFT F= FINAL,

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**Figure 1:** Site and trench locations

**Figure 2:** Trench 6 showing Grindleford to Newhaven Turnpike Road

**Front Cover:** The Scheme, view from southeast

**Back Cover:** Toll Bar House

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**A6020 MAINS RENEWAL,  
HASSOP, DERBYSHIRE****Archaeological Watching Brief****Summary**

Wessex Archaeology was commissioned by Enterprise Managed Services Ltd on the behalf of Severn Trent Water to undertake archaeological monitoring during the renewal of a water main as part of a programme of improvements to water services on land immediately adjacent to the A6020, Hassop, Derbyshire.

The Scheme, from NGR 421351, 370886 to 421852, 370659, ran from land adjacent to Toll Bar House off the A6020, across the A6020 and through greenfield land immediately south of the road. The Scheme then continued to Station Farm at the junction of the A6020 and Hassop Road.

Nineteen trenches were excavated to a maximum depth of 1.15m below ground level within greenfields and within the verge of the A6020.

Archaeological deposits identified during the watching brief consisted of a section of a dry stone wall of unknown date. This drystone wall aligned with a hedgerow on the north side of the A6020, indicating the hedgerow may be a modern reinforcement of a former drystone wall field boundary.

A section of the Grindleford to Newhaven Turnpike road was identified to the south west of the roundabout on the A6020. This was the original route of the turnpike built in 1759, it later changed its position close to the current road to the east when the A6020 (Ashford to Edensor Turnpike) was built in 1812. The 1759 turnpike is believed to follow the line of an earlier lane which goes back to at least the early 17th century.

Work were monitored by Sarah Whiteley, Senior Conservation Archaeologist at the Peak District National Park Authority. The archive is currently retained by Wessex Archaeology and will be deposited at Buxton Museum in due course.

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HASSOP, DERBYSHIRE**

**Archaeological Watching Brief**

**Acknowledgements**

This project was commissioned by Enterprise on behalf of Severn Trent Water, Wessex Archaeology is grateful to Ciaran Hughes in this regard. The works were monitored by Sarah Whiteley, Senior Conservation Archaeologist for the Peak District National Park authority.

The report was researched and compiled by Martin Huggon. The project was managed for Wessex Archaeology by Richard O Neill.

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**A6020 MAINS RENEWAL,  
HASSOP, DERBYSHIRE****Archaeological Watching Brief****1 INTRODUCTION****1.1 Project Background**

1.1.1 Wessex Archaeology has been commissioned by Enterprise Managed Services Ltd, on behalf of Severn Trent Water (hereafter 'the Client'), to undertake an archaeological watching brief to mitigate the potential loss of archaeological remains during groundworks associated with the renewal of a water main (hereafter 'the Scheme') as part of a programme of improvements to water services on land immediately adjacent to the A6020, Hassop, Derbyshire (**Figure 1, Front Cover**).

1.1.2 A Written Scheme of Investigation (WSI) was prepared which set out the manner in which Wessex Archaeology would carry out the archaeological watching brief. The WSI (Wessex Archaeology 2012) was prepared in accordance with current industry best practice (IfA 2008) and was approved by Sarah Whiteley Peak District National Park Authority (PDNPA) Senior Conservation Archaeologist.

1.1.3 Groundworks involved the excavation of nineteen trenches, six pipe trenches of variable lengths and thirteen test trenches (**Figure 1**).

1.1.4 This report presents a description of the methodology followed, the results of the monitoring, and an interpretation of the findings.

**1.2 Scheme Location and Description**

1.2.1 The Scheme comprised the following:

- Excavation of trenches to locate the existing asbestos cement main within greenfield areas along the line of an existing water main, at Station Farm and adjacent to Toll Bar House;
- Excavation of trenches to repair and renew sections of existing main.

1.2.2 The proposed works ('the Scheme' from NGR 421351, 370886 to 421852, 370659) ran from land adjacent to Toll Bar House off the A6020, across the A6020 and through greenfield land immediately south of the road. The Scheme then continued to Station Farm at the junction of the A6020 and Hassop Road (**Figure 1**).

1.2.3 The underlying geology of the Scheme is Bowland Shale formation of mudstone with Monsal Dale Limestone and occasional pockets of the Eyam Limestone to the south (BGS map sheet 111 - Buxton).



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## **2 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND**

### **2.1 Prehistoric**

2.1.1 Thomas Bateman excavated a Bronze Age barrow on Crakendale Pasture on 23rd April 1851 (Bateman 1861), where the disturbed centre contained a beaker with burnt and unburnt human bones. This is thought to have been located to the southwest of the current Scheme and is marked as a 'Tumulus (Human Remains found)' on the 1879 1:2500 Ordnance Survey map.

### **2.2 Post-Medieval**

2.2.1 A section of the Grindleford to Newhaven Turnpike, built in 1759, survives as an earthwork running through the Scheme, in a northwest to southeast direction, from the A6020 to Hassop Road (**Figure 1**). The 1759 turnpike is believed to follow the line of an earlier lane which goes back to at least the early 17<sup>th</sup> century. It later changed its position close to the current road to the east when the A6020 (Ashford to Edensor Turnpike) was built in 1812.

2.2.2 At the western extent of the Scheme is Toll Bar House (**Back Cover**), or Rowdale Toll House, situated on the Edensor Ashford Turnpike of 1812-1875. The House was built at least by 1812 and may have been built over an earlier cottage. The position of the gate is shown on the 1879 1:2500 Ordnance Survey map.

2.2.3 At the eastern extent of the Scheme is Station Farm, just north of the former Hassop railway station. The station, opened in 1863, was closed to passengers in 1942 and closed completely in 1964. The station buildings have been recently refurbished and reopened as a café and bookshop in 2010. To the south of the Scheme is the bed of the former railway line, now the Monsal Trail.

## **3 AIMS AND METHODOLOGY**

### **3.1 Aims**

3.1.1 The general aims of the project were:

- to determine the extent, condition, character, significance and date of any archaeological deposits encountered;
- to accurately record the location and stratigraphy of areas excavated during groundworks;
- to recover artefacts disturbed by the site works;
- to prepare a comprehensive record and report of any archaeological deposits disturbed by the site works;
- to provide accurate information that will enable the archaeological remains to be placed with their local, regional and national contexts.

3.1.2 The objectives of the project were:

- to preserve through record any archaeological deposits impacted by the proposed development.

### **3.2 Watching Brief Methodology**

3.2.1 The watching brief was carried out in line with a WSI (Wessex Archaeology 2012). All work adhered to the standards outlined in the WSI and were agreed with the PDNPA.

3.2.2 Nineteen trenches were excavated along the length of the Scheme. Due to the nature of the works being carried out the size of the trial trenches was not fixed prior to their excavation. All groundworks were monitored under the direct supervision of an experienced archaeologist, including during the breaking out and removal of surfaces, the excavation of pits and any excavations for repairing pipe.

### **3.3 Recording**

3.3.1 All archaeological deposits were recorded using Wessex Archaeology's *pro forma* recording system. Each context record fully described the location, extent, composition and relationship of the subject and was cross-referenced to all our other assigned records.

3.3.2 A full photographic record was maintained, comprising 145 digital photographs, 2 colour transparencies and 2 black and white negatives (on 35mm film).

### **3.4 Best Practice**

3.4.1 All works were conducted in compliance with the Institute for Archaeologist's *Standards and Guidance for an Archaeological Watching Brief* (Revised 2008).

### **3.5 Archive**

3.5.1 The archive is currently held by Wessex Archaeology and will be deposited with Buxton Museum in due course.

3.5.2 The site archive will be prepared in line with Brown 2007, United Kingdom Institute for Conservation (2001), Museums and Galleries Commission (1992), English Heritage (2006) guidelines and the requirements of the Bakewell Museum.

### **3.6 Copyright**

3.6.1 This report may contain material that is non-Wessex Archaeology copyright (e.g. Ordnance Survey, British Geological Survey, Crown Copyright), or the intellectual property of third parties, which we are able to provide for limited reproduction under the terms of our own copyright licences, but for which copyright itself is non-transferable by Wessex Archaeology. You are reminded that you remain bound by the conditions of the Copyright, Designs and Patents Act 1988 with regard to multiple copying and electronic dissemination of the report.

## **4 WATCHING BRIEF RESULTS**

### **4.1 Introduction**

4.1.1 Fieldwork was undertaken from the 1<sup>st</sup> – 15<sup>th</sup> February 2012. Nineteen trenches were excavated within greenfields adjacent to the A6020 (**Figure 1**) to a maximum depth of 1.15m below ground level (bgl).

4.1.2 The following sections provide a summary of the information held in the Site archive. Observed features and contexts for each trench are tabulated in **Appendix 1**.

4.1.3 Most of the material excavated comprised various modern backfill and made ground associated with the modern roads and a number of water and electrical services.

### **4.2 Stratigraphic Sequence**

#### ***Trenches 1-3***

4.2.1 Backfill from the original water pipe was identified beneath the topsoil. No archaeological deposits were identified within these trenches.

#### ***Trenches 4a, 4b, 4c***

4.2.2 Sections of a limestone drystone wall (**108** and **112**), was identified in **Trenches 4a** and **4c**. The wall was randomly coursed with roughly dressed limestone, each stone on average 0.38 x 0.2 x 0.16m in dimension. The drystone wall aligned with a hedgerow on the north side of the A6020, indicating the hedgerow may be a modern reinforcement of a former drystone wall field boundary. These trenches were flooded directly following excavation; therefore the feature was not fully recorded.

4.2.3 No further archaeological deposits were identified in these trenches.

#### ***Trench 5***

4.2.4 Backfill from the original water pipe was identified beneath the topsoil. No archaeological deposits were identified within this trench.

#### ***Trench 6***

4.2.5 In the northern section of the trench a 0.8m long partial section of the Grindleford to Newhaven Turnpike Road was observed (**Figure 2**). The insertion of the original water pipe cut through the turnpike road, therefore no new disturbance was caused by the current works. The turnpike (**120**) appears to cut into the subsoil (**122**) and the partial section observed consisted of three limestone blocks, roughly dressed with a flat face uppermost, all of varying sizes, laid edge to edge above a silty clay bedding deposit (**121**). At the western edge of **121** were three edging stones (**124**), the top two limestone, the bottom one Derbyshire Black Chert.

4.2.6 A dark silty clay deposit (**119**) had built up above the turnpike, beneath the topsoil. No other archaeological features were observed within the trench.

### **Trenches 7-19**

- 4.2.7 Backfill from the original water pipe was identified beneath the topsoil in all other excavated trenches (**Trenches 7-19**), with disturbance caused by other services identified in **Trenches 11** and **12**.
- 4.2.8 **Trench 10** extended south east from **Trench 6** to the B6001, across the road verge. Several large partially faced limestone blocks, 0.25 – 0.5m wide, were identified within the backfill of the original water pipe. These may have been part of the structure of the Grindleford to Newhaven Turnpike which had been disturbed by the insertion of the water pipe and the construction of the existing roundabout. Further partially dressed limestone blocks were identified in **Trench 12** to the west and north of Station Farm, but were not *in situ*.

## **5 DISCUSSION**

### **5.1 Summary**

- 5.1.1 Nineteen trenches were excavated to a maximum depth of 1.15m bgl within greenfields and within the verge of the A6020.
- 5.1.2 Archaeological deposits identified during the watching brief consisted of a section of a dry stone wall of unknown date. This drystone wall aligned with a hedgerow on the north side of the A6020, indicating the hedgerow may be a modern reinforcement of a former drystone wall field boundary.
- 5.1.3 A section of the Grindleford to Newhaven Turnpike road was identified to the south west of the roundabout on the A6020. This was the original route of the turnpike built in 1759, it later changed its position close to the current road to the east when the A6020 (Ashford to Edensor Turnpike) was built in 1812. The 1759 turnpike is believed to follow the line of an earlier lane which goes back to at least the early 17<sup>th</sup> century (Barnatt 2000, 157).
- 5.1.4 Where archaeology was found the impact of the excavations was minimal due to the earlier pipe trench already having disturbed the features.

## **6 REFERENCES**

- Barnatt, J. 2000, *Chatsworth Inbye Land Archaeological Survey 1999-2000*, Peak District National Park Authority.
- Bateman, T. 1861 *Ten Years' diggings in Celtic and Saxon grave hills, in the Counties of Derby, Stafford, and York, from 1848 to 1858*.
- Brown, D.H. 2007 *Archaeological Archives: A guide to best practice in creation, compilation, transfer and curation*.

English Heritage, 2006. *Management of Research Projects in the Historic environment: a Managers Guide ('MoRPHE')* London; English Heritage.

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Wessex Archaeology 2012, *A6020 Mains Renewal, Hassop, Derbyshire, Written Scheme of Investigation for Archaeological Monitoring, 77031.01*

## APPENDIX 1: TRENCH DESCRIPTIONS

Trench No. 1	Trench Dimensions: <i>Length = 3.3m Width = 0.9m</i>	Max depth: 1m
Context	Description	Depth (m)
100	Topsoil – Dark brown silty clay supporting pasture grasses	0.0 – 0.4m
101	Former Pipe Trench Backfill – Mid orange brown clayey silt	0.4 -0.8m (water masked the deepest 0.2m)

Trench No. 2	Trench Dimensions: <i>Length = 3.3m Width = 1.2m</i>	Max depth: 1.1m
Context	Description	Depth (m)
102	Topsoil – Dark brown silty clay supporting pasture grasses	0.0 – 0.3m
103	Former Pipe Trench Backfill – Mid orange brown clayey silt	0.3 -1.1m

Trench No. 3	Trench Dimensions: <i>Length = 4.1m Width = 1m</i>	Max depth: 1m
Context	Description	Depth (m)
104	Topsoil – Dark brown silty clay supporting pasture grasses	0.0 -0.3m
105	Former Pipe Trench Backfill – Mid orange brown clayey silt	0.3 – 1m

Trench No. 4a	Trench Dimensions: <i>Length = 2.3m Width = 0.8m (max)</i>	Max depth: 1m
Context	Description	Depth (m)
106	Topsoil – Dark brown silty clay supporting pasture grasses	0.0 – 0.3m
107	Subsoil – Dark grey silty clay	0.3 - ? (Natural influx of water in the trench made recording impossible)
108	Structure – Limestone Wall. Partially revealed limestone wall overlain and surrounded by (107) with (109) to the east. Representative block = 0.38m x 0.2m x 0.16m with blocks roughly dressed and faced, squared to random courses. This wall was also located in Trench 4b as S[112].	Natural influx of water in the trench made recording impossible
109	Disturbed natural? - Shale-like substance, black in colour, located to the east of wall S[108]	Natural influx of water in the trench made recording impossible

<b>Trench No. 4b</b>	<b>Trench Dimensions:</b> <i>Length = 2.3m Width = 0.8m (max)</i>	<b>Max depth:</b> 1m
<b>Context</b>	<b>Description</b>	<b>Depth (m)</b>
110	Topsoil – Dark brown silty clay supporting pasture grasses	0.0 – 0.3m
111	Subsoil – mid orange brown fine silty clay	0.3 – 0.65m
112	Structure – Limestone drystone wall. Partially revealed stone wall with blocks roughly dressed and built to random courses in squared blocks. Same wall revealed in Trench 4a as S[108] and the two portions of the wall align with a hedge-line on the north side of the A6020, implying that the hedge is a recent boundary reinforcing a former drystone wall field boundary.	0.55m +
113	Disturbed natural? – Thin tenacious sherds of shale-like stone, black in colour, contained within a silt matrix, lying to the east of wall S[112] (similar to (109) in Trench 4a).	0.95m +

<b>Trench No. 4c</b>	<b>Trench Dimensions:</b> <i>Length = 4m Width = 1.1m</i>	<b>Max depth:</b> 0.9m
<b>Context</b>	<b>Description</b>	<b>Depth (m)</b>
114	Topsoil – Dark brown silty clay supporting pasture grasses	0.0 – 0.3m
115	Former Pipe Trench Backfill – Mid orange brown clayey silt	0.3 – 0.65m +
	This trench was inundated with water and had to be pumped out, making identification of archaeological levels impossible below 0.65m. However, the former water main was located at 0.9m depth, indicating that only former pipe trench backfill had been removed.	

<b>Trench No. 5</b>	<b>Trench Dimensions:</b> <i>Length = 2.2m Width = 1.8m</i>	<b>Max depth:</b> 0.9m
<b>Context</b>	<b>Description</b>	<b>Depth (m)</b>
116	Former Pipe Trench Backfill – East end of the asbestos water pipe surrounded by a grey silty clay topsoil material. West end of the pipe surrounded by an orange clay. This confused material may indicate a repair in the pipe or disturbance caused by the re-concreting of the dew [pond immediately to the south-east of the trench, leading to a mixed deposition of clay subsoil and grey topsoil material	0.3 - 0.9m
117	Topsoil - Dark grey brown silty clay	0.0 – 0.3m

<b>Trench No. 6</b>	<b>Trench Dimensions:</b> <i>Length = 2m Width = 0.8m</i>	<b>Max depth:</b> 0.8m
<b>Context</b>	<b>Description</b>	<b>Depth (m)</b>
118	Topsoil – Dark grey brown silty clay. Frequent sub-rounded and sub-angular limestone 0.01 – 0.05m; rare sub-angular limestone 0.1 – 0.25m	0.0 – 0.3m

119	Disturbed ground – Dark grey brown friable silty clay. Frequent sub-angular limestone 0.01 – 0.05m. Located just above S[120]	0.3 – 0.45m
120	Structure – 1759 Turnpike. Three large limestone pieces, the western-most 0.4m long by 0.14m thick, the other two 0.2m length by 0.15m thick (widths unknown as turnpike was only seen in section), all roughly shaped but with a flat top edge. The eastern-most stone may have been disturbed by the former water main cut as it was observed at an angle to the others. At the very west end of the three stones three more stones were observed. They were placed one on top of the other, the top two being limestone, roughly squared to 0.1m diameter, the bottom one 0.15m, roughly squared Derbyshire Black Chert. These three upright stones may be an edging layer to hold the foundation layer (121).	0.45 – 0.75m
121	Turnpike Foundation – Mid greyish yellow brown silty clay. Found inside the area contained by S[120]. A thin lense of pale yellow sandy clay was found near the bottom of this layer.	0.0.5 – 0.8m
122	Subsoil – Dark yellow grey silty clay. The turnpike appears to cut through this deposit	0.3 – 0.7m
123	Degraded mudstone, probably an outcrop of bedrock.	0.7m +
124	Edging stones of Turnpike road	0.3m – 0.8m
125	Former Pipe Trench Backfill – Dark grey brown loose silty clay. Frequent sub-rounded and sub-angular limestone 0.01 – 0.1m diameter; frequent black shale-like material 0.05 – 0.1m	

<b>Trench No. 7</b>	<b>Trench Dimensions:</b> Length = 3.5m Width = 1m	<b>Max depth:</b> 0.9m
<b>Context</b>	<b>Description</b>	<b>Depth (m)</b>
126	Topsoil – Dark grey brown silty clay. Occasional sub-angular stones 0.01 – 0.05m	0.0 – 0.25m
127	Former Pipe Trench Backfill – Dark orange brown friable silty clay. Very rare subangular chert pieces 0.05 – 0.25m diameter. Three modern bricks were placed around a junction point in the water main, leading top Toll Bar House, just east of a water valve in the pipe.	0.25 – 0.9m

<b>Trench No. 8</b>	<b>Trench Dimensions:</b> Length = 6m Width = 0.4 – 0.6m	<b>Max depth:</b> 0.8m
<b>Context</b>	<b>Description</b>	<b>Depth (m)</b>
128	Topsoil – Dark grey brown silty clay. Occasional sub-angular stones 0.01 – 0.05m	0.0 – 0.25m
129	Former Pipe Trench Backfill – Dark orange brown friable silty clay. Very rare sub-angular chert pieces 0.05 – 0.25m	0.25m +



Trench No. 9	Trench Dimensions: Length = 18m Width = 0.5m	Max depth: 0.8m
Context	Description	Depth (m)
130	Topsoil – Dark grey brown silty clay. Rare sub-angular limestone 0.01 – 0.05m	0.0 – 0.25m
131	Former Pipe Trench Backfill – Dark grey brown loose silty clay. Occasional sub-angular limestone 0.01 – 0.1m. Frequent black shale-like material 0.02 – 0.1m	0.25m +

Trench No. 10	Trench Dimensions: Length = 9.5m Width = 0.5m	Max depth: 0.8m
Context	Description	Depth (m)
132	Topsoil – Dark grey brown silty clay. Frequent sub-angular limestone 0.01 – 0.05m; occasional sub-angular limestone 0.05 – 0.15m.	0.0 – 0.25m
133	Former Pipe Trench Backfill – Mixed dark grey silty clay and dark orange brown silty clay. Frequent sub-angular limestone 0.01 – 0.1m; occasional sub-angular, partially shaped limestone 0.1 – 0.25m; rare sub-angular, partially faced limestone 0.25 – 0.5m. This mixed backfill was probably caused by the Former Pipe trench and the laying of the modern A6020 and B6001 disturbing the earlier 18 <sup>th</sup> and 19 <sup>th</sup> century turnpikes	0.25m +
134	Modern Road Foundation – Tarred large limestone, gravels, tarmac in a dark grey silt matrix. This context was just under the topsoil in the eastern 1.5m of the trench.	0.1m +

Trench No. 11	Trench Dimensions: Length = 2.3m Width = 0.4m	Max depth: 0.8m
Context	Description	Depth (m)
135	Topsoil – Dark grey brown silty clay	0.0 – 0.2m
136	Cut for 35mm diameter modern water pipe. Straight sided 0.5m wide machine cut, running northeast/southwest.	0.2 – 0.8m
137	Fill of pipe trench [136] – Dark yellow grey, very friable silty clay. Frequent small gravels and sub-angular stones 0.01 – 0.05m	0.2 – 0.8m
138	Made Ground – Mid yellow brown silty brown. Frequent sub-angular limestone 0.01 – 0.05m and broken brick	0.2 – 0.4m
139	Backfill for the Modern roads – Orangey brown silty clay, with patches of dark grey silty clay, brick flecks and small sub-angular stones 0.01 – 0.05m	0.4m +
140	Cut for electric service – Straight sided 0.5m wide machine cut running northeast/southwest	0.2m +
141	Fill of electric service cut [140] – Dark yellow grey, very friable silty clay. Frequent scattered small gravel and sub-angular stone 0.01 – 0.05m	0.2m +

<b>Trench No. 12</b>	<b>Trench Dimensions:</b> Length = 27.5m Width = 0.4 – 1m	<b>Max depth:</b> 0.6 – 0.8m
<b>Context</b>	<b>Description</b>	<b>Depth (m)</b>
142	Topsoil – Dark grey silty clay	0.0 – 0.2m
143	Backfill Capping – Light yellow grey sandy clay. Only seen in the 10m around the north of Station farm.	0.2 – 0.3m
144	Backfill of numerous services – Dark brown grey silty clay. Frequent sub-angular limestone 0.01 – 0.05m; moderate amounts of large, partially faced sub-angular limestone 0.1 – 0.4m (disturbed turnpike material); rare Derbyshire Black Chert 0.05 – 0.25m; Frequent layers and patches of tarmac.	0.3m +
145	Modern Road – Several layers of road foundation and made ground, from brown orange concreted sand with frequent brick fragments, gravel and small limestone pieces, to dark grey brown silty clay with small and large limestone pieces. Also several layers of concrete, tarmac and frequent large partially faced limestone, probably disturbed turnpike material, found 0.4m from the surface, frequently found partially covered in concrete and tarmac but not appearing to be <i>in situ</i> .	0.0m +

<b>Trench No. 13</b>	<b>Trench Dimensions:</b> Length = 3.5m Width = 0.6m	<b>Max depth:</b> 0.7m
<b>Context</b>	<b>Description</b>	<b>Depth (m)</b>
146	Topsoil – Dark grey brown silty clay. Occasional sub-angular stones 0.01 – 0.05m	0.0 – 0.2m
147	Cut for Former water main – Straight sided, 0.4m wide machine cut, running east/west	0.2 – 0.7m
148	Backfill of former water main pipe cut – Dark orange brown friable silty clay. Fill of [148]	0.2 – 0.7m
149	Natural – Dark orange brown silty clay	0.2m +

<b>Trench No. 14</b>	<b>Trench Dimensions:</b> Length = 2.5m Width = 0.6m	<b>Max depth:</b> 0.5m
<b>Context</b>	<b>Description</b>	<b>Depth (m)</b>
150	Topsoil – Very dark grey, humic looking silty clay.	0.0 – 0.2m
151	Cut for former water main – Straight sided, 0.5m wide machine cut for the former water main.	0.2m +
152	Backfill of former water main pipe cut – Dark orange brown friable silty clay	0.2m +
153	Natural – Dark orange brown friable silty clay.	0.2m +

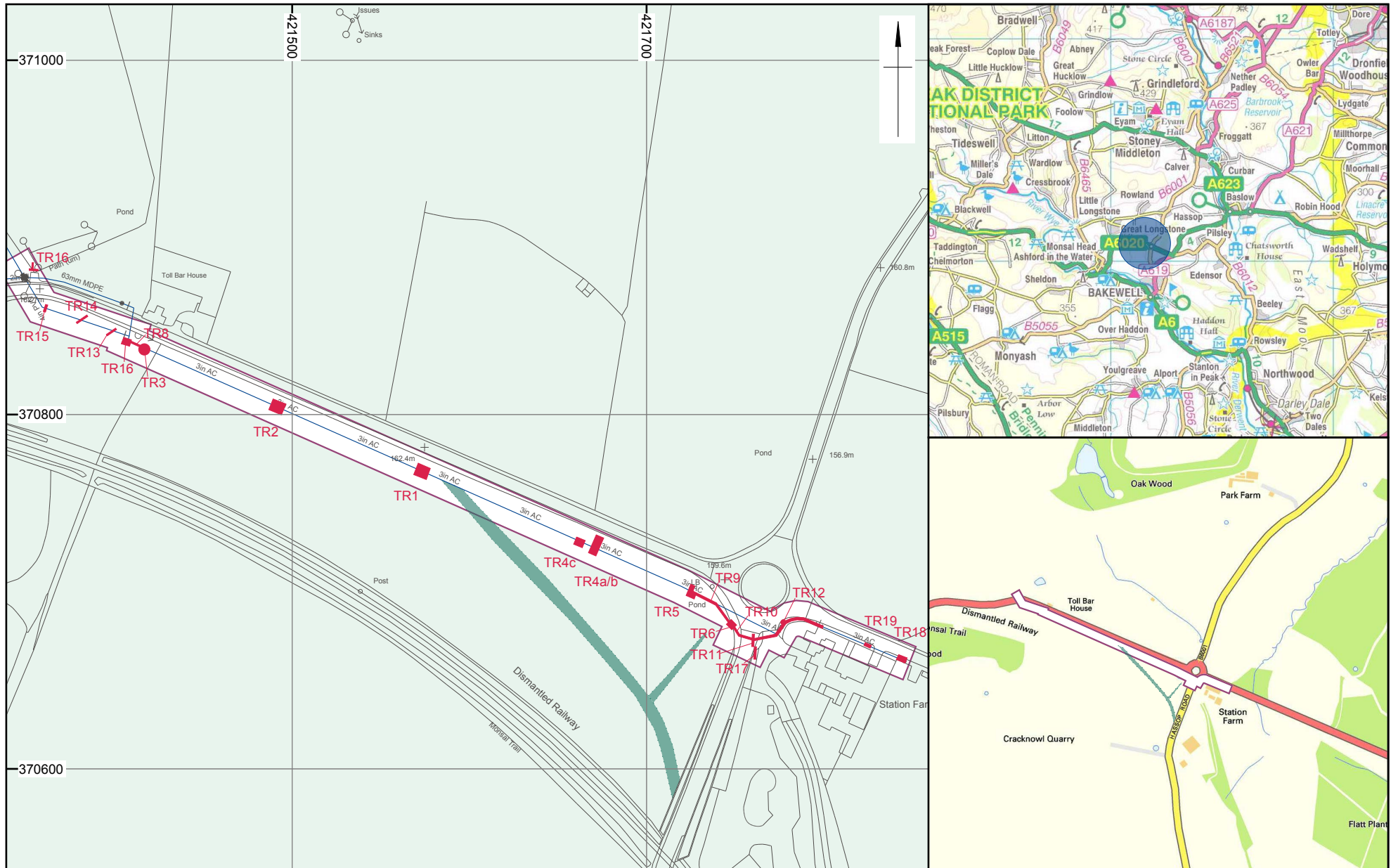
<b>Trench No. 15</b>	<b>Trench Dimensions:</b> <i>Length = 4.2m Width = 1.3m</i>	<b>Max depth:</b> 1.15m
<b>Context</b>	<b>Description</b>	<b>Depth (m)</b>
154	Topsoil – Dark grey brown silty clay	0.0 – 0.2m
155	Former Pipe Trench Backfill – Dark orange brown friable silty clay. Water main turned 90° at this point with a large concrete block covering the bend.	0.2m +

<b>Trench No. 16</b>	<b>Trench Dimensions:</b> <i>Length = 2.8 Width = 2.8 (T-shaped trench)</i>	<b>Max depth:</b> 1m
<b>Context</b>	<b>Description</b>	<b>Depth (m)</b>
160	Topsoil – Dark grey brown silty clay	0.0 – 0.05m
161	Made ground – Loose light orange brown sandy silty clay. Abundant small sub-angular limestone 0.01 – 0.05m; frequent small scattered gravel	0.05 – 0.35m
162	Cut of former Water main pipe trench – Vertical, straight sided 1m wide machine cut, running north/south. Filled with (163) and (164).	0.35 – 1m +
163	Hardcore Pipe Trench Capping – Very light grey sandy silt matrix around small sub-angular limestone 0.01 – 0.05m and small gravels. Fill of cut [162].	0.35 – 0.41m
164	Former Pipe Trench Backfill – Dark yellow brown loose silty clay. Abundant small (0.01 – 0.05m) and large (0.1 – 0.25m) limestone; occasional Derbyshire Black Chert. Fill of [162].	0.41 – 1m +
165	Buried Topsoil – Dark grey brown silty clay.	0.35 – 0.41m
166	Cut for 30mm diameter water pipe – Vertical, straight sided, 0.6m wide machine cut, running east/west. Filled with (167).	0.05 – 1m
167	Backfill of cut for 30mm water pipe – Very loose and mixed fill of [166]. Comprising 70% material from (168), 25% material from (161), and 5% material from (163).	0.05 – 1m
168	Made Ground – Dark yellow brown silty clay. Abundant sub-rounded and subangular small (0.01 – 0.05m) and large (0.1 – 0.25m) limestone; occasional Derbyshire Black Chert. Probably modern reinforcement for the field entrance before the water pipes were put in.	0.41m – 1m +

<b>Trench No. 17</b>	<b>Trench Dimensions:</b> <i>Length = 6m Width = 0.4m</i>	<b>Max depth:</b> 0.6m
<b>Context</b>	<b>Description</b>	<b>Depth (m)</b>
156	Topsoil – Dark grey brown silty clay.	0.0 – 0.2m
157	Former Pipe Trench Backfill – Dark grey brown silty clay. Infrequent sub-angular limestone 0.01 – 0.1m and concrete fragments	0.2m +

<b>Trench No. 18</b>	<b>Trench Dimensions:</b> <i>Length = 3.6m Width = 1.4m</i>	<b>Max depth:</b> 1.1m
<b>Context</b>	<b>Description</b>	<b>Depth (m)</b>
169	Topsoil – Dark grey brown silty clay.	0.0 – 0.2m
170	Made ground – Mix of small gravels and small chunks of broken tarmac.	0.2 – 0.4m
171	Former Pipe Trench Backfill – Mid brown grey silty clay.	0.4 – 0.8m
172	Former Pipe Trench Backfill (Redeposited Natural) – Mid grey orange slightly silty clay. On the north side of the trench a lense of subangular limestone 0.05 – 0.25m diameter was located 0.5m from ground level, covering the run of the earlier cast iron water main pipe	0.8m +

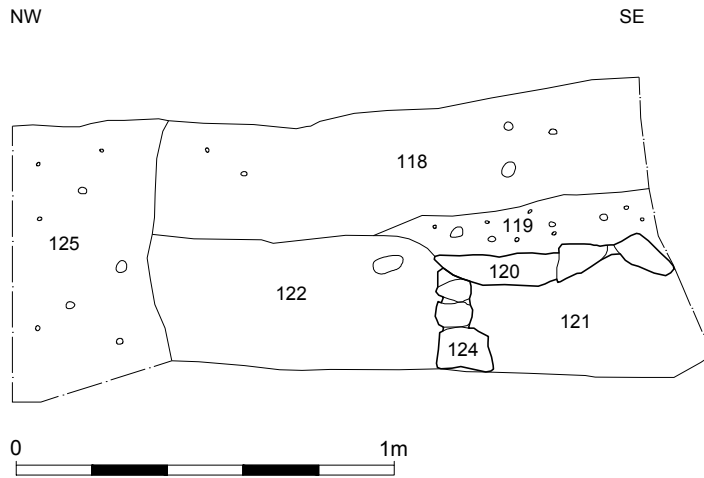
<b>Trench No. 19</b>	<b>Trench Dimensions:</b> <i>Length = 1m Width = 1m</i>	<b>Max depth:</b> 0.8m
<b>Context</b>	<b>Description</b>	<b>Depth (m)</b>
158	Concrete pavement	0.0 – 0.1m
159	Pipe Junction backfill – mid orange brown sandy clay. Abundant sub-angular stone 0.01 – 0.05m and brick fragments. Appears to be similar to other imported made ground material in the area.	0.1m +



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		Scale: 1:3000 @ A4	Illustrator: CS
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Site location

Figure 1



Partial section through Grindleford to Newhaven Turnpike Road, contexts 120, 121 & 124



Section through Grindleford to Newhaven Turnpike Road, contexts 120, 121 & 124

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