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LAND OFF ATHERTON WAY BRIGG NORTH LINCOLNSHIRE

Archaeological Watching Brief Report



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March 2013



**Land off Atherton Way
Brigg, North Lincolnshire**

Watching Brief Report

Prepared for:
Lidl GmbH

Prepared by:
Wessex Archaeology
Unit R6, Riverside Block,
Sheaf Bank Business Park,
Sheffield
S2 3EN

www.wessexarch.co.uk

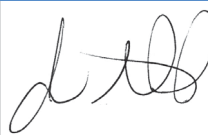
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Land off Atherton Way Brigg, North Lincolnshire

Watching Brief Report

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Land off Atherton Way Brigg, North Lincolnshire

Watching Brief Report

Summary

Wessex Archaeology was commissioned by Lidl GmbH to undertake an archaeological watching brief during the construction of a new supermarket and associated car parking at Atherton Way, Brigg, North Lincolnshire (hereafter 'the Site').

The development area is located in an area of extensive prehistoric activity, with Bronze Age finds including the Brigg Logboat, the Brigg raft and a timber causeway being discovered in the immediate area. The Site remained undeveloped until 1969 and, given the lack of sub-surface disturbance and the Site's proximity to the course of the Old River Ancholme, there was potential for sub-surface archaeological deposits to have been preserved in waterlogged conditions and to survive in good condition.

A programme of archaeological coring was carried out at the Site in 2011 in order to assess the potential for buried land surfaces and well preserved organic deposits and objects below the proposed supermarket building. The results indicated little potential for significant archaeological remains to be present and therefore the residual risk of encountering archaeological remains would be mitigated through a watching brief.

Following discussions with North Lincolnshire Council a watching brief was proposed during all excavations into the alluvial deposits underlying the Site, and to fully record any significant remains encountered.

No archaeological remains were revealed during the groundworks and the development Site does not contain appear to contain significant archaeological or palaeoenvironmental remains.

The archive from the fieldwork is currently held at Wessex Archaeology's Sheffield Office and will be deposited with the North Lincolnshire Museum in due course under the site code BRIBY.



Land off Atherton Way Brigg, North Lincolnshire

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Acknowledgements

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Land off Atherton Way Brigg, North Lincolnshire

Watching Brief Report

1 INTRODUCTION

1.1 Project background

- 1.1.1 Wessex Archaeology was commissioned by Lidl GmbH to undertake an archaeological watching brief during the construction of a new supermarket and associated car parking on land at Atherton Way, Brigg, North Lincolnshire (hereafter 'the Site').
- 1.1.2 A desk-based assessment identified the potential for archaeological remains to survive within the development area (ArcHeritage 2010). This was followed by an archaeological coring exercise to characterise the alluvial deposits underlying the development Site (Palaeoecology Research Services 2011).
- 1.1.3 Following discussions with Alison Williams of North Lincolnshire Council (NLC) a Written Scheme of Investigation (WSI; ArcHeritage 2011) was prepared detailing the agreed methodology for a watching brief, in order to mitigate any potential impact on archaeological remains during construction works that involved excavation into the alluvial deposits that underlie the Site. This report details the results of the programme of archaeological monitoring and recording carried out during those groundworks.

1.2 The Site

- 1.2.1 The Site is located approximately 0.50km to the west of Brigg. The Site is occupied by the former Unipart Ltd premises at the west, with a former car park at the east. The latter area has been sub-divided by the importation of substantial deposits of made ground, which have raised the ground level at the east to approximately 0.60 to 1.50m above that of the rest of the Site.
- 1.2.2 The geology of the Site is marine or estuarine alluvium, sand and gravel, overlying clay from the Ancholme Clay Group (<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>).
- 1.2.3 Ground cover within the car park is variously hardstanding or compacted earth, tarmac, and crushed stone/chippings; an area of vegetation overgrowth stands between the Site and the bank of the Old River Ancholme. A public footpath path runs along the Site's east and north-east perimeters.



2 ARCHAEOLOGICAL BACKGROUND

2.1 Introduction

2.1.1 The following is summarised from the desk-based assessment of the Site prepared by ArcHeritage (2010).

2.2 Prehistoric

2.2.1 There are no prehistoric findspots within the development area, although two prehistoric boats were discovered in Brigg in the 19th century, both dating from the Bronze Age. The Brigg Logboat, a Bronze Age boat carved from a single tree, was discovered immediately south-east of the Site in 1886. The boat, discovered at a depth of 0.91-2.75m during the construction of a gasometer, was 14.8m in length and 1.4m in width. The Brigg Raft, a Bronze Age flat-bottomed boat, was recovered during excavations for brickmaking clay in 1888. The raft was 12.20m in length and 2.7m in width.

2.3 Roman

2.3.1 There are no recorded Roman sites or findspots within the development Site, although a Roman coin and spindle whorl was recovered from the area now crossed by the M180 to the north-west of the Site. A silver coin of Caracalla, minted in AD 199-200, was found at Hawthorne Avenue, to the north-east of the Site.

2.4 Medieval

2.4.1 There are no known medieval sites within the development area, which was enclosed from commons in the early 19th century. The Site is likely to have been in low-level agricultural use, perhaps as pasture, during this period.

2.5 Post-medieval

2.5.1 There are no known 16th to 18th century sites or findspots within the development area. The Site's general area was covered by Francis Wilkinson and John Fotherby's 1640 survey plan of Ancholme Level, although no features were marked in the vicinity at that date. Johnson and Dickinson depicted the Site as part of a large, open field to the south-east of Coal Dike End on their c.1790 plan.

2.6 19th Century

2.6.1 Robert Cary Elwes, Brigg's manorial lord, acquired the Site through the 1805 Wrawby by Brigg enclosure award. The majority of the Site was part of a large field that stretched to the north at that date, with the south-east extremity of the Site within a smaller enclosure allotted to Elwes. The enclosure award did not record land use and it is thus unclear if the Site was arable or pasture in the early 19th century.

2.6.2 The Site was located in Wrawby parish in 1857 and so was not covered on that year's plan of the proposed Brigg waterworks network. By 1887 the large field had been subdivided into several smaller fields, and the Site itself contained a field boundary to the west and paths to the south and south-east.

2.7 Modern

2.7.1 The development area remained undeveloped until the 1960s. A rectangular building marked 'works' in the west of the Site was recorded on the 1969 Ordnance Survey map. This building occupied the Site of the present-day works, although it was shown as an open-sided feature and is unlikely to have been the current works building.



- 2.7.2 The north-east part of the Site was in use as a car park in 1969. No structures were shown within the latter area, with the exception of a property boundary that crossed the eastern part of the Site, and a narrow, open-sided rectangular feature at the north-east corner of the works. The nature of this feature is unclear. A small area at the south-east of the Site appears to have been within the Gas Works' boundary at this date.
- 2.7.3 The present-day works building had been constructed at the west of the Site by 1978. That year's Ordnance Survey map showed the works with its current footprint and a series of circular tanks at its south-east corner. A wall had been constructed between the works and the car park at the east, while a rectangular enclosure was shown around the eastern side of the narrow, rectangular feature that had been shown on the 1969 map. The Site boundary bisected a square structure at the east of the Site by 1978; the nature of this feature is unknown.
- 2.7.4 Unipack Ltd acquired the Site in 1985, operating liquid and powder formulation, blending and packing services, along with the handling of corrosives such as caustics, bleaches and strong acids.
- 2.7.5 Atherton Way was re-routed during the late 20th century, thus forming the proposal area's northern and eastern boundaries and, by 2005, an entrance had been inserted into the north-east perimeter in order to provide access from the new road. A deep trench had been excavated on a south-west/north-east alignment within the car park itself by this date; two gravel ramps provided vehicular access from the west side of the car park to the larger area at the east.
- 2.7.6 Unipack closed their Atherton Way premises shortly thereafter. The Site remains disused.

2.8 Recent investigations in the area

- 2.8.1 A programme of archaeological coring was carried out at the Site by Palaeoecology Research Services in 2011 in order to assess the potential for buried land surfaces and well preserved organic deposits and objects below the proposed supermarket building.
- 2.8.2 Ten boreholes were sunk to a depth of 7m below the ground surface. The deposit sequences from each borehole were recorded and two borehole sequences were also assessed for macrofossil and microfossil content.
- 2.8.3 No significant archaeological or organic natural deposits were identified and the study concluded that the deposits beneath the development Site showed no significant archaeological or palaeoecological potential.

3 METHODOLOGY

3.1 Aims and objectives

- 3.1.1 The proposed development area is located in an area of extensive prehistoric activity, with Bronze Age finds including the Brigg Logboat, the Brigg raft and a timber causeway being discovered in the immediate area. The Site remained undeveloped until 1969 and, given the lack of sub-surface disturbance and the Site's proximity to the course of the Old River Ancholme, there was potential for sub-surface archaeological deposits to have been preserved in waterlogged conditions and to survive in good condition.



3.1.2 The results of the archaeological coring indicated little potential for significant archaeological remains to be present and therefore the residual risk of encountering archaeological remains would be mitigated through a watching brief.

3.1.3 The aim of the watching brief was to monitor all excavations into the alluvial deposits underlying two specified parts of the Site (Area A to the west and Area B to the east; **Figure 1**), and to fully record any significant remains encountered.

3.2 Fieldwork methodology

3.2.1 All excavations into the alluvial deposits in Areas A and B (**Figure 1**) were monitored by an archaeologist. These works comprised:

- Insertion of steel pile supports
- Removal of existing stanchion bases and underground tanks
- Excavation of five service trenches

3.2.2 All archaeological remains were recorded in accordance with the Written Scheme of Investigation (ArcHeritage 2011), standard Wessex Archaeology methodologies and the Institute for Archaeologists guidelines (IfA 2008).

3.2.3 The written records follow a hierarchical system centred on the context record. Each context record fully describes the location, extent, composition and relationship of the subject and is cross-referenced to all other assigned records. Context numbers used in recording were not repeated. A full photographic record was maintained during the course of the works.

4 ARCHAEOLOGICAL RESULTS

4.1 Introduction

4.1.1 The following is a summary of the information held in the Site archive.

4.1.2 The monitored areas are shown on **Figure 1** and the complete stratigraphic sequence for each trench is summarised in **Appendix 1**. Context numbers are referenced in the text in bold.

4.1.3 No finds were recovered during the watching brief and no contexts suitable for environmental sampling were identified.

4.2 Area A

*Steel Pile Supports (**Trench 5**)*

4.2.1 Fourteen steel pile supports (**5006**) were removed to a depth of between 1.60m and 3m. Alluvial clay was revealed within one pile at a depth of 0.50m+, whilst the remaining piles had been driven through modern deposits of made ground (**Plate 5**).

*Removal of Stanchion Bases and Tanks (**Trenches 5 and 6**)*

4.2.2 No archaeological deposits were noted during the removal of either of the two stanchion bases (**5008** and **5009**), each reaching a depth of 2m (**Plate 6**) and revealing made ground.



4.2.3 The excavation for the removal of the first tank (**5007**) was 3m long, 3m wide and 2m deep, and revealed no archaeological remains only made ground.

4.2.4 The presence of a large concrete base layer beneath the second tank required the excavation of a 10m by 10m area with a depth of 1.20m (**Trench 6**). Three layers of alluvial deposits were revealed in this trench (**600**, **601** and **602**). Although these deposits were organic in nature none contained any archaeological remains (**Plate 7**).

4.3 Area B

Trenches 1-4

4.3.1 Area B consisted of four service trenches between 1.30m and 1.70m deep. All four trenches revealed layers of modern made ground and tarmac (**Figure 1; Plates 1-4**).

Access Ramp (Trench 7)

4.3.2 A new access ramp was excavated at the southern extent of Area A. Alluvium was revealed at c. 0.8 m below ground level, which was overlain by modern made ground (**Figure 1; Plate 8**).

Trench 8

4.3.3 A fifth service trench was 30m long by 0.5m wide and up to 2.5m deep. In this trench, 2.15m of homogenous brown alluvial silt (**1003**) was overlain by 0.35m of 20th century overburden. The base of the alluvial silt was not seen (**Figure 1; Plate 9**).

5 DISCUSSION

5.1 Summary

5.1.1 Although the previous borehole survey and the watching brief recorded alluvial deposits in Areas A and B, no archaeological remains were identified. Significant archaeological remains have been found preserved within waterlogged deposits in the vicinity of the development Site, but the Site appears to lie outside the area of archaeological significance.

6 STORAGE AND CURATION

6.1 Museum

6.1.1 The archive from the fieldwork will be deposited with the North Lincolnshire Museum in due course, under the site code BRIBY. An OASIS form will be submitted at the time of deposition.

6.2 Archive

6.2.1 The project archive has been compiled into a stable, fully cross-referenced and indexed archive in accordance with Archaeological Archives – a guide to best practice in creation, compilation, transfer and curation (Brown 2007). The archive is currently held at the offices of Wessex Archaeology in Sheffield, under the project code 85810.



6.3 Copyright

- 6.3.1 This report, and the archive generally, 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-transferrable by Wessex Archaeology. Users remain bound by the conditions of the Copyright, Designs and Patents Act 1988 with regard to multiple copying and electronic dissemination of the report.
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7 REFERENCES

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8 APPENDICES

8.1 Appendix 1: Context records

Trench No. 1	Area B	Dimensions: 5.50m x 4m Max depth: 1.30m
Context	Description	Depth (m)
101	Tarmac: Car park surface.	0 - 0.10m
102	Car Park Bedding: Crushed limestone.	0.10 – 0.30m
103	Made Ground: Mid brown silty sand with frequent CBM, concrete, gravel, timber, metal and plastic inclusions.	0.30m – 1.30m
104	Tarmac: Same level as lower car park area in Area B.	1.30m+

Trench No. 2	Area B	Dimensions: 4m x 1.50m Max depth: 1.60m
Context	Description	Depth (m)
201	Made Ground/Bedding: hardcore and gravel mixed with mid brown silty sand.	0 – 0.20m
202	Made ground: Light brown silty sand mixed with gravel.	0.20 – 0.70m
203	Made Ground: Crushed tar with gravel inclusions.	0.70 – 1m
204	Made Ground: Blackened clayey sand with occasional gravel inclusions.	1m+

Trench No. 3	Area B	Dimensions: 3.30m x 3m Max depth: 1.50m
Context	Description	Depth (m)
301	Car Park Surface: Tarmac surface.	0 – 0.03m
302	Car Park Bedding: Grey gravel set in Terram bedding	0.03 – 0.18m
303	Car Park Bedding: Cream hardcore with occasional concrete lumps.	0.18m – 0.58m
304	Made Ground: Brown silty sand with concrete, CBM, gravel and stone inclusions.	0.58m+

Trench No. 4	Area B	Dimensions: 2.50m x 1.50m Max depth: 1.70m
Context	Description	Depth (m)
401	Made Ground: Compacted layer of gravel in mid brown silty sand.	0 – 0.20m
402	Made Ground: Dark greyish brown sandy silt with frequent stone, plastic and CBM inclusions.	0.20m +

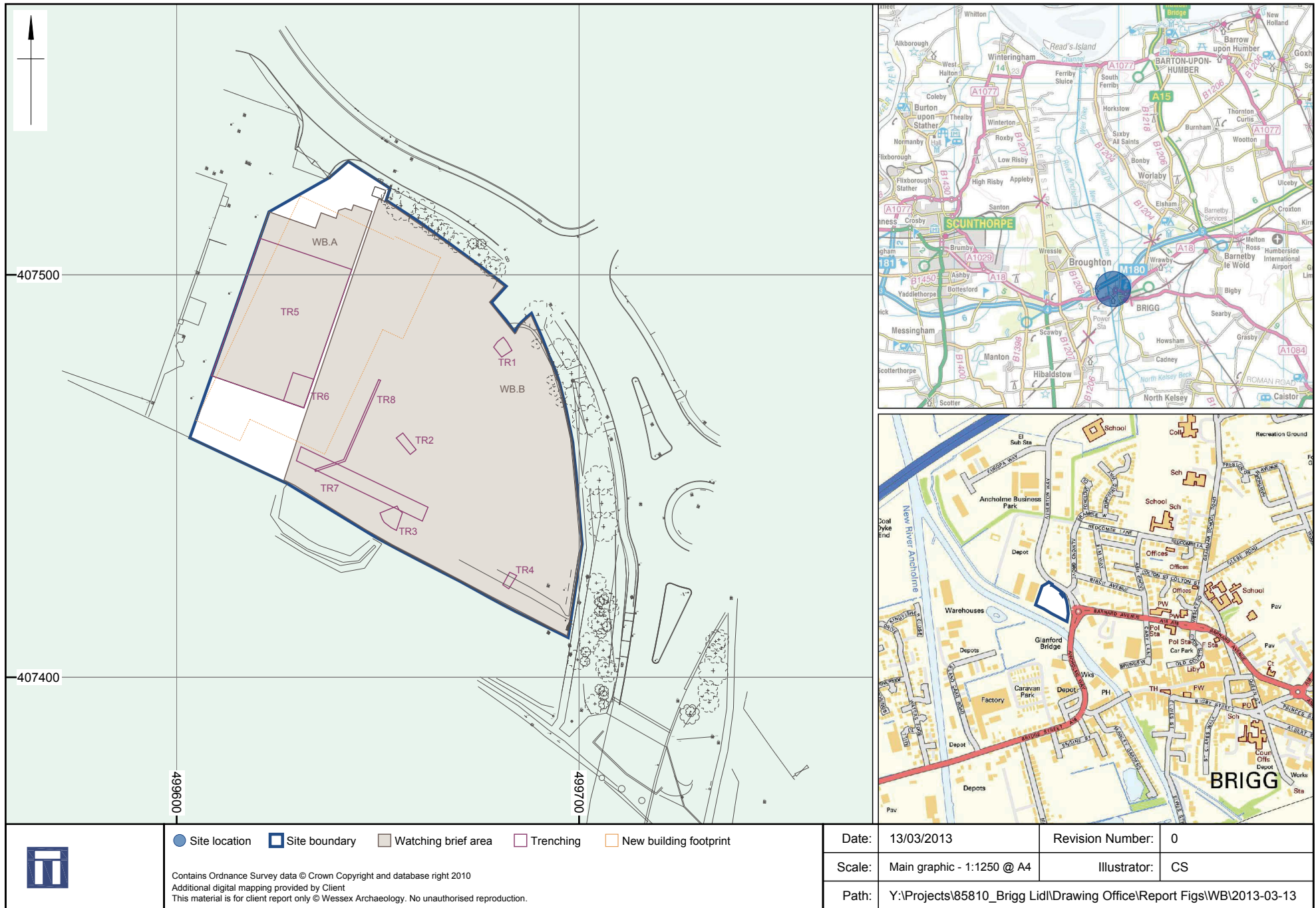


Trench No. 5	Area A	Dimensions: 40m x 22m
Context	Description	Depth (m) -
5001	Made Ground: Dark brown silty sand with hardcore and gravel inclusions.	0 – 0.30m
5002	Subsoil: Black silty clay with occasional small stones and shell inclusions.	0.30 – 0.50m
5003	Natural: Bluish grey alluvial clay.	0.50 – 0.80m
5004	Car Park Surface: Concrete surface.	0 – 0.70m
5005	Brick Wall: Exterior wall, 4 bricks deep, 2 bricks wide.	0.07 – 0.57m
5006	Steel Pile Bases: 14 separate supports for Unipart building.	0.20 – 1.60m
5007	Steel Tank: Encased in concrete.	0 – 2m
5008	Stanchion Base: Concrete base.	0 – 0.90m
5009	Stanchion Base: Concrete base.	0 – 0.90m

Trench No. 6	Area A	Dimensions: 10m x 4m Max depth: 1.30m
Context	Description	Depth (m)
601	Layer: Dark grey silty clay alluvium.	0 - 0.42m
602	Layer: Mid grey clay with frequent organic inclusions.	0.42 – 1.20m
603	Layer: Dark blue grey clay with frequent organic inclusions.	1.20m +

Trench No. 7	Area A	Dimensions: 15m x 5m Max depth: 1.20m
Context	Description	Depth (m)
7001	Layer: Made ground. Backfill of tank area.	0 – 1.20m
7002	Layer: Dark grey/black silty clay.	0.42 – 0.78m
7003	Layer: Alluvial clay.	0.78m +

Trench No. 8	Area A	Dimensions: 30m x 0.5m Max depth: 2.50m
Context	Description	Depth (m)
1001	Layer: Building site waste and trample e.g. waste concrete etc.	0 - 0.15m
1002	Layer: 20 th century rubble and brown silt with plastic, machine brick etc.	0.15 – 0.35m
1003	Layer: Mid-dark brown silt homogenous wet alluvium. Base not seen.	0.35-2.5m +



Site location and plan

Figure 1



Plate 1: General shot of Trench 1



Plate 2: General shot of Trench 2


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Plate 3: General shot of Trench 3



Plate 4: General shot of Trench 4


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Plate 5: General shot of Trench 5 during excavation



Plate 6: Deposits around removed stanchion within Trench 5


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Plate 7: Alluvial deposits around metal tank in Trench 6



Plate 8: General shot of Trench 7, access road strip



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Plate 9: Section showing deposits within Trench 8

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Wessex Archaeology Ltd registered office Portway House, Old Sarum Park, Salisbury, Wiltshire SP4 6EB
Tel: 01722 326867 Fax: 01722 337562 info@wessexarch.co.uk www.wessexarch.co.uk

