



**WESTERN PERIPHERAL ROAD
STAGES 2 & 3
LAND WEST OF HAMPTON VALE
PETERBOROUGH**

ARCHAEOLOGICAL WORKS

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Preface

Every effort has been made in the preparation of this document to provide as complete a summary as possible within the terms of the method statement. All statements and opinions in this document are offered in good faith. Albion Archaeology cannot accept responsibility for errors of fact or opinion resulting from data supplied by a third party, or for any loss or other consequence arising from decisions or actions made upon the basis of facts or opinions expressed in this document.

Acknowledgements

The project was commissioned by CgMs Consulting Ltd on behalf of O&H Ltd. It was monitored on behalf of the Local Planning Authority by Rebecca Casa-Hatton of Peterborough City Council Archaeology Service (PCCAS).

This report has been prepared by Ben Barker (Project Officer), who also undertook the fieldwork, and Jackie Wells (Finds Officer). The project was managed by Gary Edmondson of Albion Archaeology and overseen by Myk Flitcroft of CgMs Consulting. Illustrations were prepared by Joan Lightning (CAD Technician). Thanks are due to Malcolm Johnson of O&H Ltd for his assistance during this project.

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Key Terms

Throughout this report the following terms or abbreviations are used:

PCCAS	Peterborough City Council Archaeology Service
IfA	Institute for Archaeologists
LPA	Local Planning Authority
HER	Historic Environment Record



Non-Technical Summary

Albion Archaeology was commissioned by CgMs Consulting Ltd, on behalf of O&H Ltd, to undertake a programme of archaeological work on the site of a new highway link on land to the west of Hampton Vale, Peterborough ('Western Peripheral Road Stages 2 & 3'). The archaeological works were required under a condition attached to planning permission for the new road (04/01900/FUL). The new section of road is approximately 1.44km long, and runs south-south-west from the current junction of Natures Way and Hargate Way to Jones Covert (approximately from NGR TL (5)166 (2)947 to TL (5)162 (2)933). The majority of the road line lies within an area of reinstated former 20th-century clay pits with no potential for survival of buried archaeological remains; however the southern 300m of the road, adjacent to Jones Covert, lies outside the former clay pits.

This document reports on the programme of archaeological works designed to examine the archaeological potential of the un-quarried parts of the new road line and associated ponds. The works were carried out in accordance with a written scheme of investigation prepared by CgMs Consulting Ltd and approved by Peterborough City Council Archaeology Service. This report presents the results of the work in terms of two land blocks or compartments (1 and 2) situated to the north and south respectively of an existing field boundary. The investigation revealed two modern field boundary ditches, a tree-throw, as well as furrows characteristic of medieval arable cultivation in Compartment 1. In the area to the south of the existing field boundary (Compartment 2) three Roman ditches dated to the 2nd – early 3rd century, defined elements of a rectilinear enclosure system. The ditches were characteristic of field boundary ditches and no evidence of associated settlement activity was recorded. A total of 355g of Roman pottery was recovered in addition to two residual early prehistoric worked flint artefacts. Traces of medieval cultivation furrows were also revealed.

The Roman enclosure ditches had been truncated, with only the basal portion generally surviving. It is likely that this was the result of medieval cultivation, which is indicated by the presence of wide furrows. The lack of features associated with the ditches, combined with the relatively small quantity of artefacts recovered, suggests that the associated farmstead was located some distance away, beyond the development area. The features encountered in the investigation have limited potential to answer specific research themes associated with the form, function and development of Roman rural settlement and associated fields.



1. INTRODUCTION

1.1 **Planning Background**

Planning permission was granted by Peterborough City Council in August 2008 for construction of a new highway link and associated infrastructure at 'Land west of Hampton Vale' (04/01900/FUL).

Condition 11 of the granted permission required the submission and implementation of an archaeological watching brief or programme of archaeological work:

“Prior to the commencement of development the applicant, or their agents or successors in title, shall secure the implementation of a programme of archaeological work, in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority. Reason: To ensure that archaeological remains are not disturbed or damaged by groundwork, but are, where appropriate, preserved in situ, in accordance with Planning Policy Guidance PPG16 (Archaeology and Planning), and Policies CBE1 and CBE2 of the Adopted Peterborough Local Plan (First Replacement) 2005.”

1.2 **Site Location, Topography and Geology**

The Western Peripheral Road is situated on land west of the new Hampton Vale settlement, on the south side of Peterborough (Figure 1).

The Hampton Vale settlement is located on the south side of Fletton Parkway (A1139); the new highway link forms a continuation of Natures Way, and will extend south-south-west from the existing road at its junction with Hargate Way, as far as Jones Covert (Figure 1). This section of new road is approximately 1.44km long, and runs from TL (5)166 (2)947 to TL (5)162 (2)933.

The site lies at an average height of 15m OD, and is flat. The geology of the road line and surrounding area is Mudstone of the Oxford Clay Formation (http://maps.bgs.ac.uk/geologyviewer_google/googleviewer.html). The area around the new road line includes large areas of former mineral workings, associated with the extensive 20th-century clay extraction and brick making industries. The majority of the route of the new road passes across reinstated former clay pits (stippled area on Figure 1); only the southern terminal of the new road lies in un-quarried ground (solid red area on Figure 1).

The former clay pits west and south of the western perimeter road have been designated as Orton Pits SSSI.

1.3 **Archaeological Background**

The archaeological background to the western peripheral road site was considered in a desk-based assessment produced by John Samuels Archaeological Consultants in 2006 (JSAC 1372/06/01) and summarised in the Environmental Statement prepared for the planning application. This was



reviewed in 2010, using information available from Peterborough City Council's on-line GIS system, and presented in the Written Scheme of Investigation (WSI) (CgMs 2010). It is reproduced below.

No archaeological evidence is known from the site itself, although archaeological evidence is present in its general vicinity.

The development site is located around 500m east of the major Roman road, Ermine Street, in an area considered to retain well-preserved prehistoric and Roman period landscapes. However, the closest recorded evidence of early prehistoric activity in vicinity of the development site comprises stray finds of prehistoric worked flint implements from the area west of Yaxley, 1.4km south-east of the current road.

An Iron Age and Roman period rural settlement site is recorded 400m north of the north-east end of the new road, north-east of the junction between Natures Way and Fletton Parkway. Further Roman periods settlement remains are recorded 1.4km south-east and 1.5km east of the current development site.

Settlement in the vicinity comprised Orton, which is first mentioned in AD664 when it is listed in a royal charter; it also appears in other late Saxon charters. Orton (*Ouretune*), Yaxley and Alwalton are referred to in Domesday Book. A number of Saxon buildings and a cemetery have been identified at Fletton. The potential for other Saxon remains within the development site was assessed to be low, as Saxon settlement sites are likely to have continued to be occupied into the medieval period and lie in the vicinity of the later villages.

During the medieval period, the development site lay within the open fields of Yaxley and is, therefore, unlikely to contain evidence other than that relating to agriculture.

Plans dating from 1821 and 1886 show that no development had occurred within the road route. In 1886 the only development in the surrounding area is Orton Lodge, to the east of the western perimeter road.

Since the 1890s, land to the east of the western perimeter road line has been extensively worked for clay extraction by the London Brick Company. The Orton brickworks were constructed to the east of the western perimeter road line in the 1930s and operated for 20 years. In 1957 more modern works were constructed alongside the existing works; in 1971 the works were again updated.

Extensive areas of clay pits and unlevelled spoil heaps surrounded the brickworks; these included much of the line of the western perimeter road. Aerial photographs show that the areas immediately east and west of the western perimeter road line and within the road corridor itself have been subject to clay extraction. Regular rows of extraction spoil heaps are visible within the clay pits on aerial photographs. Photographs of the late 1990s show rows of spoil heaps extending east and west across the corridor of the road. Subsequent photographs show the spoil heaps levelled in the area east of the perimeter road; the land west of the road is un-restored and is now designated as the Orton Pit SSSI. The road corridor itself incorporates the line of a former mineral conveyor and trackway.



It is, however, recognised that construction of the trackway and conveyor took place within the footprint of the clay pits and does not represent an area of surviving original ground. Extraction within the clay pits will have removed and destroyed any archaeological remains within this part of the western peripheral road line (red stippled area on Figure 1).

The only part of the Stage 2 & 3 western peripheral road line which lies outside areas previously quarried for clay is the south-western terminal, adjacent to Jones Covert. This is the only part of the current development site which retains any potential for the survival of buried archaeological remains. The extent of this un-quarried area is shown in Figure 1 - solid red area.

1.4 Project Objectives

The aims of the archaeological programme of works were as follows:

- To determine the presence or absence of buried remains of archaeological interest ('heritage assets') within the un-quarried part of the development site;
- To investigate and record any significant archaeological remains within the development site;
- To inform formulation of a strategy (where required) to avoid or mitigate impacts of the proposed development on surviving archaeological remains;
- To produce a site archive for deposition with an appropriate museum and to provide information for accession to the Peterborough HER.



2. METHODOLOGY

2.1 Introduction

The methodological approach to the project was detailed in the WSI (CgMs 2010) and was approved by PCCAS. It was designed to conform to the requirements of *Planning Policy Statement 5: Planning for the Historic Environment* (DCLG 2010) and the accompanying Practice Guide (DCLG/EH 2010). The archaeological investigation was conducted in accordance with appropriate national and regional standards and guidelines including:

• Albion Archaeology	<i>Procedures Manual: Volume 1 Fieldwork</i> (2nd edn, 2001).
• ALGAO (east)	<i>Standards for Field Archaeology in the East of England</i>
• English Heritage	<i>Management of Research Projects in the Historic Environment (MoRPHE)</i> (2009)
	<i>Environmental Archaeology: A guide to the theory and practice of methods, from sampling and recovery to post-excavation</i> (2002/01)
• IfA	<i>By-Laws and Code of Conduct</i>
	<i>Standard and Guidance for Archaeological Field Evaluation</i>

2.2 Implementation

The archaeological investigation and recording was undertaken between 1st and 8th November 2010, in advance of the construction of the new road. The strategy was originally formulated in 2008 in discussion and agreement with Ben Robinson, Peterborough City Archaeologist (PCA). Modifications to the proposed scheme were introduced after a monitoring visit by the current PCA, Rebecca Casa-Hatton, in light of the discoveries made and the location of associated ponds for relocation of Great Crested Newts.

The trial trenching only investigated the southern, un-quarried, part of the Stages 2 & 3 road line (solid red area on Figure 1). This forms approximately 230m of the Stages 2 & 3 road line, north and south of an existing field boundary and ditch, comprising Compartment 1 to the north and Compartment 2 to the south (Figure 2). No archaeological works were required within the area of former clay pits to the north.

The archaeological investigation initially comprised a single, bucket-width excavation along the centre-line of the new road — Trenches 1 and 2, in the area outside the former clay pits (Figure 2), with three additional 30m long trenches (3-5) opened in Compartment 2 (Figure 3) to further investigate a ditch identified in Trench 2, in accordance with the approved WSI. Two additional 30m long, trenches (6 and 7) were excavated along the long-axis of the two proposed newt relocation ponds, situated to the north of the current field boundary and ditch in Compartment 1.



The trenches were opened by a mechanical excavator fitted with a flat-edged 2.1m wide ditching bucket, operated by an experienced driver, under close archaeological supervision. The overburden was removed down to the top of undisturbed geological deposits. The spoil heaps were scanned for artefacts. The bases of the trenches were cleaned to help reveal any potential archaeological features. All deposits were recorded in a unique number sequence, using Albion Archaeology's *pro forma* sheets. The trenches were subsequently drawn and photographed as appropriate.



3. RESULTS

Descriptions of the archaeological features and deposits encountered are provided below. The results are divided into Compartment 1, to the north of the current field boundary, and Compartment 2, to the south (Figure 2). They are presented in chronological order. Full details are set out in Appendix 1.

3.1 *Compartment 1*

Compartment 1 was located to north of the existing field boundary and ditch (Figure 2). This segment of the road line was investigated by Trench 1, which was *c.* 135m long and extended along the centre-line of the road. Trenches 6 and 7 were targeted on the central area of the two new newt ponds, situated to the west and east of the road respectively. Only Trench 7 was devoid of archaeological features.

3.1.1 Prehistoric

A Neolithic flint scraper was recovered from a tree-throw hole located close to the northern end of Trench 1. The feature [104] was *c.* 0.8m in diameter, irregular in profile (Figure 2; section 3), and contained an upper fill that was very similar to the ploughsoil. It is likely that the flint was residual within a later feature.

3.1.2 Medieval

Traces of medieval furrows were identified along the length of Trench 1 and within Trench 6. They were poorly defined but were orientated NW-SE in Trench 1 and NE-SW in Trench 6. The furrows themselves were generally 2m wide, less than 0.1m deep, and spaced approximately 8m apart. No artefacts were recovered from any of these features. The variation in alignment indicates that there was a change in the alignment of the medieval strip fields between Trenches 1 and 6.

3.1.3 Modern

A NW-SE aligned ditch [107] was located 13m from the north end of Trench 1. It was 1.1m wide and 0.25m deep, with an asymmetric concave profile (Figure 2; section 2). The sole fill was almost identical to the ploughsoil (101); it produced a single small sherd of modern glazed pottery. This feature is interpreted as an infilled modern boundary ditch, corresponding to a boundary shown on the first edition Ordnance Survey map of 1891–1892.

Traces of a geotechnical test pit were identified *c.* 80m along the length of Trench 1.

3.1.4 Undated

A small NE-SW aligned ditch [604] was located within Trench 6. It was 0.65m wide and 0.2m deep, with a concave profile (Figure 2; section 1). Its fill was considerably more leached of organic content than modern ditch [106] and it is, therefore, presumed to be older. However, its perpendicular alignment with the modern ditch may indicate some association. This ditch was parallel with the medieval furrows in the trench; possibly suggesting that it was an associated



boundary marking the junction between the two blocks of cultivation strips which had differing alignments.

3.2 **Compartment 2**

Compartment 2 was located to south of the existing field boundary and ditch (Figures 2 and 3). The road line was investigated by Trench 2, which was *c.* 160m long and extended along the centre-line. Subsequently Trenches 3, 4 and 5, located at 10m intervals immediately to the east of the road, were opened to investigate the continuation of a ditch (Figure 3). Trench 2 was extended at its northern end by approximately 115m² westward, targeting the intersection of two ditches.

3.2.1 **Prehistoric**

No prehistoric features were identified within the trenches, although a residual flint core was recovered from the fill of ditch [508] within Trench 5 (see section 3.2.2 below).

3.2.2 **Roman**

The northern end of Trench 2 contained two perpendicular ditches which produced Roman pottery. To the east, NE-SW aligned ditch [204]/[210] was at least 5m long with a terminal to the west, defining a *c.*2.5m-wide entrance with perpendicular NW-SE ditch [212]/[206] (Figure 3). A total of four sherds of Roman pottery were recovered from the two segments of ditch [204]/[210]. In section, the ditch was up to 0.85m wide but only 0.15m deep, with a concave profile (Figure 3; sections 1 and 2).

NW-SE aligned ditch [212]/[206] was initially traced for 17m, in the expanded Trench 2. The ditch was up to 1.2m wide in the south and 0.28m deep, with steep sides and a flat base (Figure 3; sections 3 and 4). No finds were recovered from these segments, with the stone-free fills likely to have been the product of natural silting.

The interpretation of these two ditches as contemporary is proposed due to their perpendicular arrangement and the way ditch terminal [210] respects ditch [206]/ [212]. This is further supported by the recovery of one sherd of Roman pottery from the surface of the unexcavated segment of ditch [215].

Trenches 3, 4 and 5 were excavated to investigate the south-eastern continuation of the ditch. Traces of it were located in all three trenches, suggesting that it continues in a straight line for at least 30m to the limit of the development area. Another segment was excavated within the easternmost trench [504] where the ditch was 1m wide and 0.28m deep with a roughly concave profile (Figure 3; section 8).

A second ditch [508] was also revealed to the eastern margin of Trench 5, on a NE-SW perpendicular alignment to the main ditch. Although it was not very clearly defined and was partially truncated by a furrow, this ditch was relatively substantial compared to the other ditches — it was 1.3m wide and 0.5m deep (Figure 3; section 6). The sole fill (509) was heavily leached and produced 21 sherds of Roman pottery and the previously mentioned residual flint core. The



ditch is likely to be another component of the enclosure system, being associated with parallel ditch [204]/[210] to define a land parcel 48m wide NNW-SSE.

3.2.3 Medieval

Traces of medieval furrows were identified along the length of Trenches 2, 3, 4 and 5. They were poorly defined but were aligned NW-SE. The furrows were wide, shallow, some 2m across but less than 0.1m deep; they were spaced approximately 8m apart. An excavated example [510] was relatively poorly preserved — 0.6m wide and 0.1m deep, with an asymmetric concave profile (Figure 3; section 7). No artefacts were recovered from any of these features.

3.2.4 Modern

No modern features were identified other than the eastern edge of a second geotechnical test pit towards the middle of Trench 1.

3.3 Artefacts

The investigation produced a small finds assemblage comprising pottery and worked flint (Table 1). Lithics are an incomplete Neolithic(?) end-and-side scraper, and a multi-platform core fragment, recovered respectively from tree throw [105] and Roman ditch [508].

Pottery comprises 29 abraded Roman sherds (total weight 355g) and a single modern sherd of Staffordshire Refined Redware (1g), the latter deriving from ditch [107]. Ditches [204] and [215] yielded four sherds (25g) of Nene Valley grey ware, datable to the 2nd–early 3rd centuries. A complete vessel base (diameter 85mm) and three body sherds from one vessel (209g), in a coarse oxidised shell-tempered fabric, derived from ditch [210]. The fill of ditch [508] yielded 21 sherds (121g) from a narrow-necked shell-tempered jar. Sooting on the exterior of the latter indicates its use as a cooking pot. The shelly vessels are broadly datable to the early Roman period.

Tr.	Feature	Description	Context	Spot date*	Finds Summary
1	105	Tree throw	104	Undated	Worked flint (6g)
	107	Ditch	108	Modern	Pottery (1g)
2	204	Ditch	205	Roman: 2nd–early 3rd century	Pottery (23g)
	210	Ditch	211	Early Roman	Pottery (209g)
	215	Ditch	214	Roman: 2nd–early 3rd century	Pottery (2g)
5	508	Ditch	509	Early Roman	Pottery (121g); worked flint (21g)

* - spot date based on date of latest artefact in context

Table 1: Artefact summary by trench and feature



4. CONCLUSIONS

The investigation of the route of the Hampton Vale Western Peripheral Road Stages 2 & 3 produced mixed results. Compartment 1, to the north of the existing field boundary, was largely devoid of archaeological features or deposits. The features at the northern end are likely to relate to the field boundary shown on the first edition Ordnance Survey map and presumably infilled prior to the expansion of the brickworks in the 20th century.

To the south, in Compartment 2, traces of a Roman rectilinear field system were revealed. The ditches were generally severely truncated by later cultivation. On the basis of the surviving depth of associated furrows, this probably took place in the medieval period. One of the land parcels was approximately 48m wide with an access some 2.5m wide in the NW corner. A small quantity of pottery was recovered, although the absence of associated features suggests that this area was located some distance from associated settlement. The absence of bone is notable and is possibly the result of poor preservation in the clay.

The remains encountered are consistent with what might be expected within 500m of a major Roman road (Ermine Street) and fit in with the scatter of at least three known Roman settlement remains identified within 1.5km of the development area (CgMs 2010).

The recovery of two residual prehistoric flints indicates that the area was exploited during the pre-Roman period. However, any settlement or agricultural activity has failed to leave traces of sub-surface archaeological features. This is more likely to be a function of the type of activity, rather than poor preservation. It is consistent with the discovery of early prehistoric flint implements at nearby Yaxely.

Although the investigation of the Roman agrarian landscape and rural economy is highlighted in the regional research agenda and Strategy (Brown and Glazebrook, 2000) the lack of associated settlement activity, or obvious ecofact survival, within the development area suggests that the features encountered have limited potential to address research themes.



5. REFERENCES

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- IfA 1999a. *Code of Conduct*
- IfA 1999b. *Standard and Guidance documents (Desk-Based Assessments, Watching Briefs, Evaluations, Excavations, Investigation and Recording of Standing Buildings)*



6. APPENDIX 1: TRENCH SUMMARY



Trench: 1

Max Dimensions: Length: 135.00 m. Width: 2.25 m. Depth to Archaeology Min: 0.4 m. Max: 0.4 m.

Co-ordinates: OS Grid Ref.: TL (Easting: 16200: Northing: 93510)

OS Grid Ref.: TL (Easting: 16151: Northing: 93383)

Reason: Investigate the impact of the proposed road.

Context:	Type:	Description:	Excavated:	Finds Present:
101	Ploughsoil	Loose dark grey brown silty clay 0.30m thick.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
102	Subsoil	Friable light yellow brown silty clay 0.10m thick. Plough disturbed natural.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
103	Natural	Firm light yellow brown silty clay	<input type="checkbox"/>	<input type="checkbox"/>
104	Treethrow	Irregular sides: steep base: uneven dimensions: max breadth 0.25m, max depth 0.25m, max length 1.m	<input checked="" type="checkbox"/>	<input type="checkbox"/>
105	Fill	Firm light grey silty clay 0.25m thick. Heavily leached. Flint scraper recovered.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
106	Fill	Loose dark grey brown silty clay 0.10m thick. Redeposited ploughsoil concentrated on eastern side of feature.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
107	Ditch	Linear sides: 45 degrees base: concave dimensions: min length 2.5m Modern ditch. Slight step on southern side associated with a modern mole drain.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
108	Backfill	Loose dark grey brown silty clay Very similar deposit to modern ploughsoil. Small pottery sherd recovered.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>



Trench: 2

Max Dimensions: Length: 160.00 m. Width: 2.25 m. Depth to Archaeology Min: 0.4 m. Max: 0.45 m.

Co-ordinates: OS Grid Ref.: TL (Easting: 16143; Northing: 93363)

OS Grid Ref.: TL (Easting: 16114; Northing: 93215)

Reason: Investigate the impact of the proposed road. The trench was extended to the the west at northern end to ascertain the relationship of two ditches and to look for associated activity.

Context:	Type:	Description:	Excavated:	Finds Present:
201	Ploughsoil	Loose dark grey brown silty clay 0.30m thick.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
202	Subsoil	Friable light yellow brown silty clay 0.10m thick. Plough disturbed natural.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
203	Natural	Firm light yellow brown silty clay	<input type="checkbox"/>	<input type="checkbox"/>
204	Ditch	Linear NE-SW sides: concave base: concave dimensions: max breadth 0.6m, max depth 0.15m, min length 1.m	<input checked="" type="checkbox"/>	<input type="checkbox"/>
205	Fill	Firm mid grey brown silty clay 0.15m thick. Pottery recovered.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
206	Ditch	Linear NW-SE sides: steep base: flat dimensions: max breadth 1.45m, max depth 0.28m, min length 1.m	<input checked="" type="checkbox"/>	<input type="checkbox"/>
207	Fill	Firm mid grey brown silty clay 0.28m thick.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
208	Furrow	Linear NW-SE sides: irregular base: uneven dimensions: max breadth 0.75m, max depth 0.06m, min length 1.m Very shallow, poorly defined feature. Heavily disturbed by mole drains which appear to have targeted this feature.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
209	Fill	Friable dark brown grey silty clay Heavily disturbed by mole drains. 0.06m thick.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
210	Ditch	Linear NE-SW sides: concave base: flat dimensions: max breadth 0.85m, max depth 0.12m, min length 1.m Ditch terminal ending to the SW. Same ditch as [204].	<input checked="" type="checkbox"/>	<input type="checkbox"/>
211	Fill	Firm mid grey brown silty clay 0.12m thick. Over 200g of pottery recovered.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
212	Ditch	Linear NW-SE sides: concave base: flat dimensions: max breadth 1.m, max depth 0.2m, min length 1.m Same ditch as [206].	<input checked="" type="checkbox"/>	<input type="checkbox"/>
213	Fill	Firm mid grey brown silty clay 0.2m thick.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
215	Ditch	Linear NW-SE dimensions: max length 15.m, max length 1.5m Unexcavated ditch segment between [206] and [212]. Number assigned due to presence of surface finds.	<input type="checkbox"/>	<input type="checkbox"/>
214	Fill	Firm mid grey brown silty clay Fill of unexcavated segment of ditch between [204] and [212]. Number assigned due to the presence of a surface find c. 1.5m to NW of [204]. Small quantity of pottery recovered.	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Trench: 3

Max Dimensions: Length: 30.00 m. Width: 2.25 m. Depth to Archaeology Min: 0.4 m. Max: 0.4 m.

Co-ordinates: OS Grid Ref.: TL (Easting: 16152: Northing: 93352)

OS Grid Ref.: TL (Easting: 16142: Northing: 93324)

Reason: Additional trench, excavated at the request of the PCA, to determine the eastern extent of a ditch located within Trench 2.

Context:	Type:	Description:	Excavated:	Finds Present:
301	Ploughsoil	Loose dark grey brown silty clay 0.30m thick.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
302	Subsoil	Friable light yellow brown silty clay 0.10m thick. Plough disturbed natural.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
303	Natural	Firm light yellow brown silty clay	<input type="checkbox"/>	<input type="checkbox"/>
304	Ditch	Linear NW-SE dimensions: max breadth 1.2m, min length 2.85m Unexcavated.	<input type="checkbox"/>	<input type="checkbox"/>
305	Fill	Firm mid yellow brown silty clay	<input type="checkbox"/>	<input type="checkbox"/>
306	Furrow	Linear NW-SE sides: concave base: uneven dimensions: max breadth 0.95m, max depth 0.1m, min length 2.5m Mattock tested.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
307	Fill	Friable dark brown grey silty clay	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Trench: 4

Max Dimensions: Length: 30.00 m. Width: 2.25 m. Depth to Archaeology Min: 0.4 m. Max: 0.4 m.

Co-ordinates: OS Grid Ref.: TL (Easting: 16158; Northing: 93334)

OS Grid Ref.: TL (Easting: 16148; Northing: 93306)

Reason: Additional trench, excavated at the request of the PCA, to determine the eastern extent of a ditch located within Trench 2.

Context:	Type:	Description:	Excavated:	Finds Present:
401	Ploughsoil	Loose dark grey brown silty clay 0.30m thick.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
402	Subsoil	Friable light yellow brown silty clay 0.10m thick. Plough disturbed natural.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
403	Natural	Firm light yellow brown silty clay	<input type="checkbox"/>	<input type="checkbox"/>
404	Ditch	Linear NW-SE dimensions: max breadth 1.1m, min length 2.7m Unexcavated	<input type="checkbox"/>	<input type="checkbox"/>
405	Fill	Firm mid yellow brown silty clay Unexcavated	<input type="checkbox"/>	<input type="checkbox"/>
406	Furrow	Linear NW-SE dimensions: max breadth 1.2m, max depth 0.1m, min length 2.8m Mattock tested.	<input type="checkbox"/>	<input type="checkbox"/>
407	Fill	Friable dark brown grey silty clay Mattock tested.	<input type="checkbox"/>	<input type="checkbox"/>



Trench: 5

Max Dimensions: Length: 30.00 m. Width: 2.25 m. Depth to Archaeology Min: 0.4 m. Max: 0.4 m.

Co-ordinates: OS Grid Ref.: TL (Easting: 16167; Northing: 93320)

OS Grid Ref.: TL (Easting: 16155; Northing: 93293)

Reason: Additional trench, excavated at the request of the PCA, to determine the eastern extent of a ditch located within Trench 2.

Context:	Type:	Description:	Excavated:	Finds Present:
501	Ploughsoil	Loose dark grey brown silty clay 0.30m thick.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
502	Subsoil	Friable light yellow brown silty clay 0.10m thick. Plough disturbed natural.	<input type="checkbox"/>	<input type="checkbox"/>
503	Natural	Firm light yellow brown silty clay	<input type="checkbox"/>	<input type="checkbox"/>
504	Ditch	Linear NW-SE sides: 45 degrees base: concave dimensions: max breadth 1.2m, max depth 0.28m, min length 1.m Poorly defined edges.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
505	Fill	Firm mid yellow brown silty clay 0.28m thick. Fill very similar to natural.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
506	Furrow	Linear NW-SE sides: concave base: concave dimensions: max breadth 0.8m, max depth 0.1m Probable furrow. Cuts ditch [508].	<input checked="" type="checkbox"/>	<input type="checkbox"/>
507	Fill	Loose dark brown grey silty clay Disturbed by mole drains.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
508	Ditch	Linear NE-SW sides: steep base: concave dimensions: max breadth 1.3m, max depth 0.5m, min length 1.m Cut by furrow [506].	<input checked="" type="checkbox"/>	<input type="checkbox"/>
509	Fill	Firm mid grey brown silty clay 0.5m thick. Pottery and worked flint recovered.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
510	Furrow	Linear NW-SE sides: concave base: uneven dimensions: max breadth 0.6m, max depth 0.1m, min length 2.8m Very shallow feature.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
511	Fill	Loose dark brown grey silty clay	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Trench: 6

Max Dimensions: Length: 30.00 m. Width: 2.25 m. Depth to Archaeology Min: 0.4 m. Max: 0.45 m.

Co-ordinates: OS Grid Ref.: TL (Easting: 16168: Northing: 93517)

OS Grid Ref.: TL (Easting: 16168: Northing: 93486)

Reason: Additional trench, excavated at the request of the PCA to evaluate the impact of the western GCN pond.

Context:	Type:	Description:	Excavated:	Finds Present:
601	Ploughsoil	Loose dark grey brown silty clay 0.35m thick.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
602	Subsoil	Friable light yellow brown silty clay 0.10m thick. Plough disturbed natural.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
603	Natural	Firm light yellow brown silty clay	<input type="checkbox"/>	<input type="checkbox"/>
604	Ditch	Linear NE-SW sides: convex base: flat dimensions: max breadth 0.75m, max depth 0.25m, min length 2.6m	<input checked="" type="checkbox"/>	<input type="checkbox"/>
605	Fill	Firm mid grey brown silty clay	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Trench: 7

Max Dimensions: Length: 30.00 m. Width: 2.25 m. Depth to Archaeology Min: 0.4 m. Max: 0.4 m.

Co-ordinates: OS Grid Ref.: TL (Easting: 16195: Northing: 93423)

OS Grid Ref.: TL (Easting: 16217: Northing: 93402)

Reason: Additional trench, excavated at the request of the PCA, to evaluate the impact of the eastern GCN pond.

Context:	Type:	Description:	Excavated:	Finds Present:
701	Ploughsoil	Loose dark grey brown silty clay 0.30m thick.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
702	Subsoil	Friable light yellow brown silty clay 0.10m thick. Plough disturbed natural.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
703	Natural	Firm light yellow brown silty clay	<input type="checkbox"/>	<input type="checkbox"/>



7. APPENDIX 2: OASIS DATA FORM

OASIS ID: albionar1-85470

Project details

Project name	Hampton Vale, Peterborough
Short description of the project	Albion Archaeology was commissioned by CgMs Consulting, on behalf of O and H Ltd, to undertake a programme of archaeological work on the site of a new highway link on land to the west of Hampton Vale, Peterborough.
Project dates	Start: 01-11-2010 End: 08-11-2010
Previous/future work	Not known / Not known
Any associated project reference codes	HP1423 - Contracting Unit No.
Any associated project reference codes	04/01900/FUL - Planning Application No.
Type of project	Field evaluation
Site status	None
Current Land use	Cultivated Land 3 - Operations to a depth more than 0.25m
Monument type	DITCH Roman
Significant Finds	SHERD Roman
Significant Finds	FLINT IMPLEMENT Late Prehistoric
Methods & techniques	'Sample Trenches'
Development type	Road scheme (new and widening)
Prompt	Direction from Local Planning Authority - PPS
Position in the planning process	After full determination (eg. As a condition)

Project location

Country	England
Site location	CAMBRIDGESHIRE PETERBOROUGH PETERBOROUGH Hampton Vale, Peterborough
Study area	1.44 Kilometres
Site coordinates	TL 16600 94700 52.5372882163 -0.280652570778 52 32 14 N 000 16 50 W Point
Site coordinates	TL 16200 93300 52.5247922079 -0.287037738957 52 31 29 N 000 17 13 W Point



Height OD / Depth Min: 13.27m Max: 14.60m

Project creators

Name of Organisation	Albion Archaeology
Project brief originator	Consultant
Project design originator	Consultant
Project director/manager	Gary Edmondson
Project supervisor	Ben Barker
Type of sponsor/funding body	Developer
Name of sponsor/funding body	O&H Ltd

Project archives

Physical Archive recipient	Peterborough City Museum
Physical Archive ID	HP1423
Physical Contents	'Ceramics','Worked stone/lithics'
Digital Archive recipient	Peterborough City Museum
Digital Archive ID	HP1423
Digital Contents	'other'
Digital Media available	'Images raster / digital photography','Images vector','Text'
Paper Archive recipient	Peterborough City Museum
Paper Archive ID	HP1423
Paper Contents	'other'
Paper Media available	'Context sheet','Drawing','Microfilm','Plan','Report','Section'

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Western Peripheral Road Stages 2 and 3, Land West of Hampton Vale, Peterborough: Archaeological Trial Trenching
Author(s)/Editor(s)	Barker, B.
Entered by	Ben Barker (bj.barker@albion-arch.com)

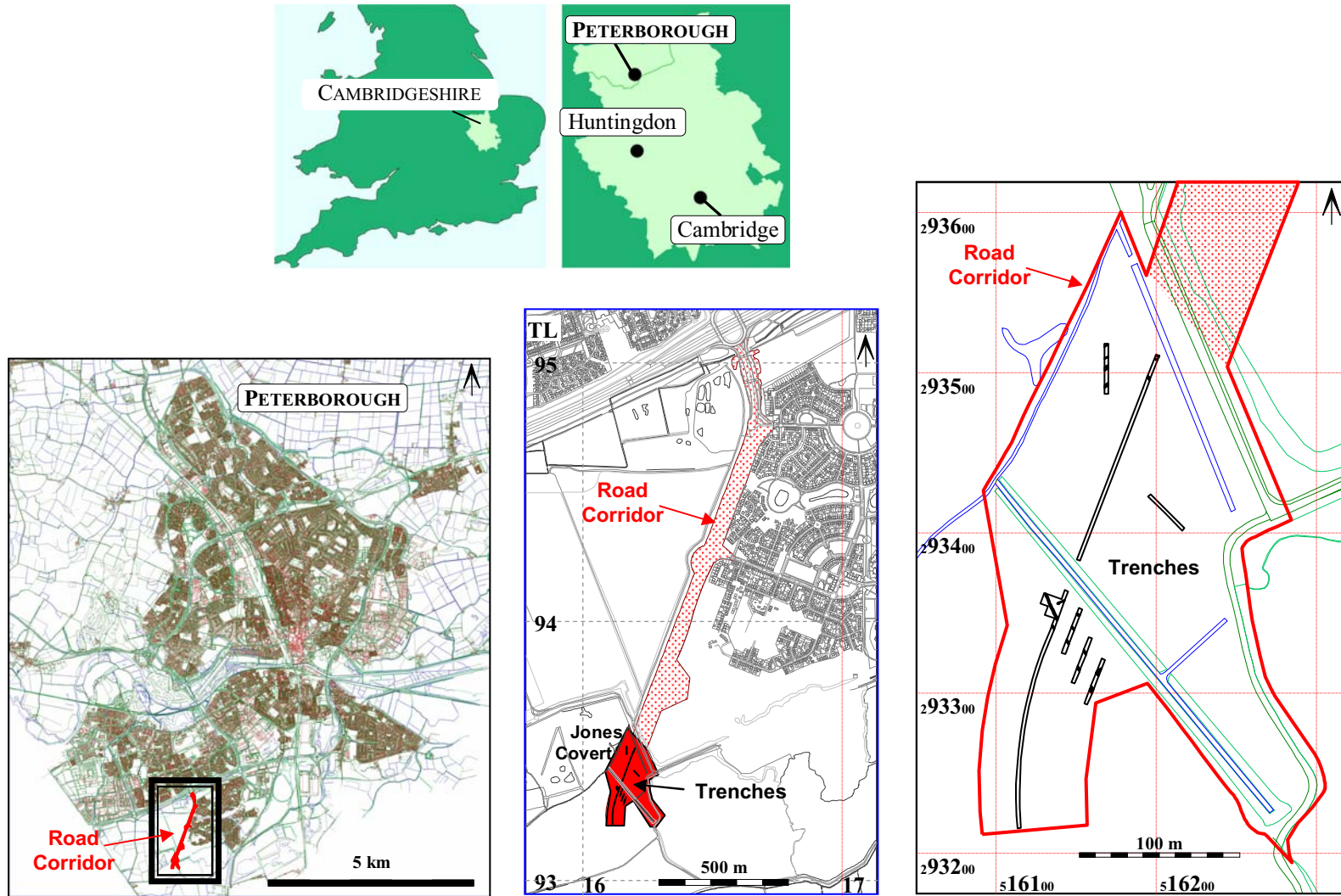


Figure 1: Site and trench locations

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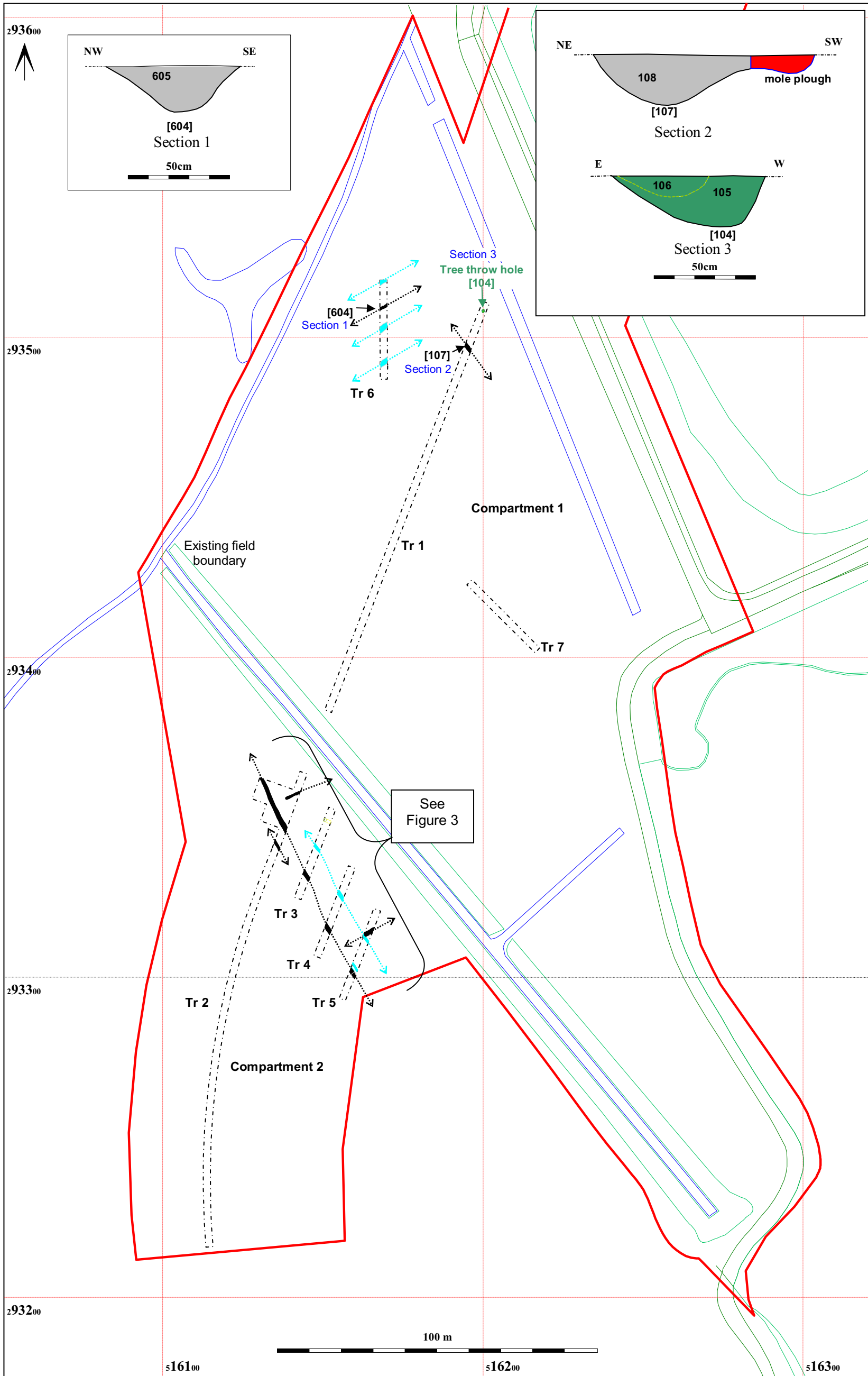


Figure 2: All features plan

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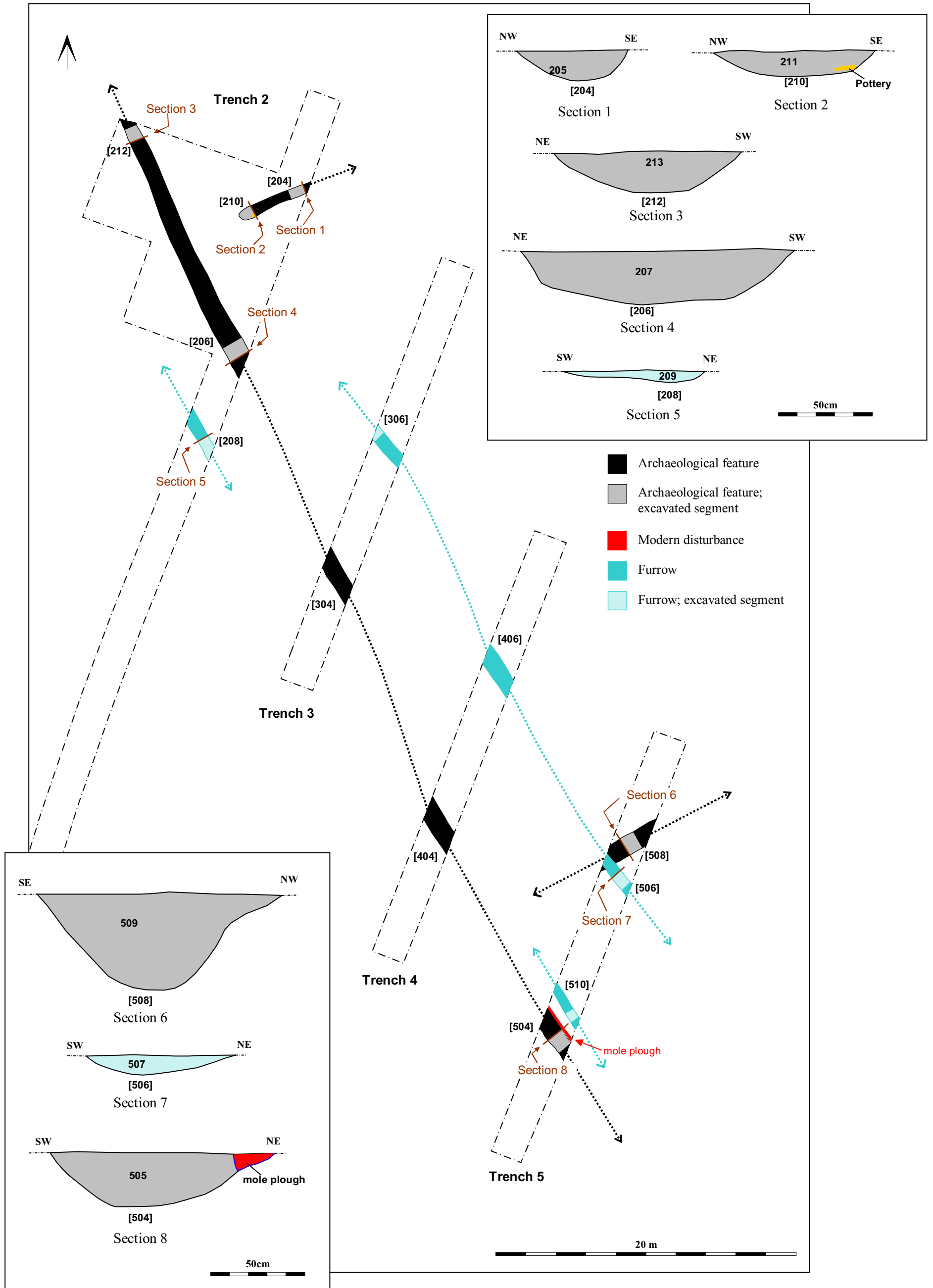


Figure 3: Trenches within Compartment 2