LAND AT BRIDLE WAY, WRAGBY, EAST LINDSEY, LINCOLNSHIRE

ARCHAEOLOGICAL EVALUATION REPORT

NGR:	TF 1390 7804
ELDC Planning Ref.:	Pre-application
PCAS job no.	1156
Site code:	WBWE 13
Archive acc. code:	2013.231

Prepared for

Peter Welch Architectural Services

by

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Summary

An archaeological evaluation consisting of five 30m x 2m trenches was undertaken on land off Bridle Way in the village of Wragby in Lincolnshire, in order to inform a forthcoming planning application for a residential development.

A fieldwalking survey in the vicinity of the site retrieved a scatter of prehistoric struck flint and a quantity of Roman pottery and building material indicative of a nearby settlement. Other archaeological work in the neighbourhood has revealed medieval remains associated with the scheduled manorial manor located on the southern edge of the village.

No archaeological deposits or features were identified during the evaluation, and no artefacts were retrieved. The archaeological potential of the site is concluded to be low.

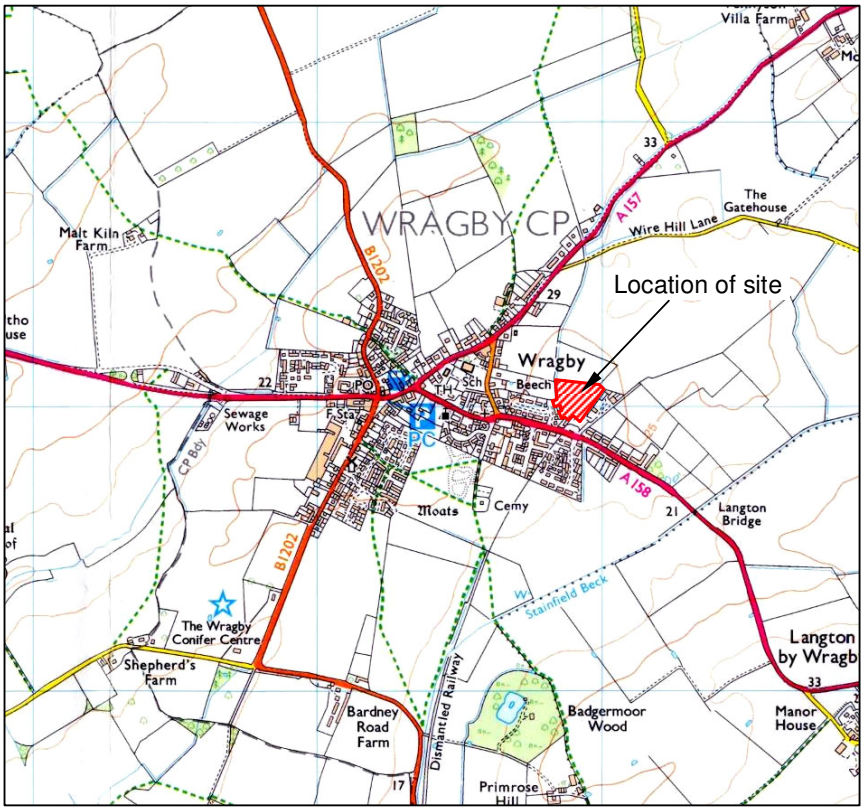

Figure 1: Location plan of the site at scale 1:25,000. The position of the proposed development site is marked in red. OS mapping © Crown copyright. All rights reserved. PCAS licence no. 100049278.

1.0 Introduction

Pre-Construct Archaeological Services Ltd (PCAS) was commissioned by Peter Welch Architectural Services to carry out an archaeological evaluation on land to the east of Bridle Way in the village of Wragby, in the East Lindsey district of Lincolnshire. The evaluation took place in order to inform a forthcoming planning application for a residential development.

2.0 Location and description (figs. 1 and 2)

The village of Wragby lies within the administrative district of East Lindsey, approximately 18km northeast of Lincoln, on the A158 Lincoln to Skegness road. The town is centred on the crossroads of the A153 and A158, with the confluence of the River Bain and the River Waring directly to the north-west.

The proposed development site is located on the eastern side of Wragby, east of the Market Place and north of the A158 Horncastle Road, at a central National Grid Reference of TF 1390 7804. The site is surrounded by open fields to the north-west, north and north-east; Bridleway and an existing residential development lies to the south-west; Station Mews lies to the south; and waste land and farmyards lie to the east. At the time of the evaluation, the majority of the site was arable land under the stubble of a harvested crop (plates 1, 3 and 4), while the eastern edge was waste ground along the course of a disused railway line, whose derelict station platform remained standing on the site (plate 6).

3.0 Topography and Geology

Wragby is situated in the valley of the River Witham, with the Lincolnshire Wolds rising to the east and north-east, and the surrounding land descending gently towards the Witham flood plain in the south-west. The site lies slightly below the 25m contour line.

Wragby is situated on a drift geology of Till: a grey to yellowish-brown diamicton, chalky and flinty. The underlying solid geology is recorded as Upper Jurassic Ampthill Clay mudstone (BGS, 1999).

4.0 Planning Background

This project is currently pre-application: the results of the evaluation will inform a mitigation strategy to be presented with a forthcoming application for planning permission for a residential development.

5.0 Archaeological and historical background

Field walking by the Wragby Heritage Group to the north of the old railway station (central NGR TF 139 780) identified a scatter of Neolithic or early Bronze Age worked flint, spread across the whole field with no distinguishable concentrations (HER ref. 48700). The fieldwalking survey also retrieved a large density of Roman tile (roof and hypocaust) and a scatter of 2nd to 3rd-century pottery, suggestive of nearby Romano-British occupation, perhaps a farmstead. A single 3rd-century coin was also discovered. In the field to the north, the Lincolnshire Historic Environment Record reports of a potential Roman villa site some 150 to 200m north of the field boundary (HER ref. 48701).

The place-name Wragby is of Viking origin, deriving from the Old Norse personal name *Wraggi* and the Old Danish *by*, 'Wraggi's village'. It is first documented in Domesday Book (Cameron, 1998, p.142).

The former parish church of All Saints is believed to have dated from the 12th century. A scheduled moated manorial complex lies on the southern edge of the village, 230m to the southeast of All Saints' Church. The church was largely dismantled in the 19th century, and replaced by the present parish church 300m to the north-west, but its remains are also included in the scheduling (SAM ref. 1016967). The Domesday Survey of 1086 records that there were two manors at Wragby, in the possession of Erenis of Buron and Waldin the Artificer. The surviving manorial earthworks are thought to represent the manor held by Erenis of Buron, which included responsibility for a church and priest and was the centre of a substantial estate. For much of the later medieval period the manorial complex was held by the de Roos family; it is thought to have been abandoned by the end of the 15th century (HER ref. 43631).

A watching brief at no. 14, The Crescent in Wragby, c. 300m south-west of the proposed development site, on the opposite side of Horncastle Road, identified ditches, pits, unstratified medieval pottery and part of a leat that may have drained into the medieval manorial complex. Part of an earthwork ditch running south-east to north-west was clearly visible in the garden of number 14 and the adjacent property to the north-west (Hall 2011). In the same area in 2007, various sherds of abraded medieval pottery were found in a subsoil layer at Cemetery Road, probably representing medieval or early post-medieval agricultural activity (LAS 2007).

Wragby railway station was built around 1874; the railway line closed in 1960 and the main station building was converted into a private house (HER ref. 48258).

6.0 Methodology (fig. 2)

The evaluation consisted of five 30m x 2m trenches randomly positioned to sample the whole site. The trenches were located on the site by triangulation and machine excavated under archaeological supervision, using a tracked 360° excavator fitted with a 2m toothless ditching bucket. Trench 1 was positioned towards the south-west side of the site, oriented north-west to south-east; Trench 2 near the north-west corner, oriented north-west to south-east; Trench 3 just to the north of the centre of the site, oriented north-east to south-west, and Trench 4 in the north-east corner of the site, oriented north-east to south-west parallel to the site boundary. Trench 5 had originally been sited near the south-east corner of the site, but was moved, in consultation with the client, in order to avoid causing disturbance to local residents nearby.

Machining was halted at the surface of the natural drift geology, as no archaeological horizons were encountered. The exposed surfaces were then cleaned by hand and examined for archaeological deposits or features.

Sample sections of the trench baulks were drawn at a scale of 1:20; detailed trench plans were not drawn, as no features were seen in the trench bases. Deposits were recorded on standard PCAS record sheets, and an excavation site diary was also kept; a digital photographic record, supplemented by colour slide photography, was made, and extracts from this are reproduced in Appendix 1.

The fieldwork was carried out by Julian Sleap and Fiona Walker, and took place on the 7th and 8th of January, 2014; back-filling of the trenches was carried out on January 10th, and was supervised by Alison Lane. Weather conditions were frequently wet, eventually leading to flooding of the trenches.

7.0 Results (fig. 3; plates 1-6)

No archaeological deposits or features were seen in any of the trenches, and no finds were retrieved during the evaluation. Trenches 1, 2 and 3 displayed only topsoil, subsoil and natural silty clay. Trenches 4 and 5, in the vicinity of the disused railway line, both displayed a deep deposit of sand and gravel below a thinner layer of turf and topsoil, interpreted as a levelling layer for the construction of the railway; in Trench 4, this deposit directly overlay the natural, while in Trench 5, the levelling layer was separated from the natural drift geology by a deposit of greyish-brown clayey silt with no inclusions, 0.13m deep, which produced no dating evidence and was interpreted as a possible alluvial layer. A full context summary appears as Appendix 2.

8.0 Discussion and Conclusions

The absence of deposits of potential archaeological significance, archaeological features or artefacts in all of the five evaluation trenches indicates that the archaeological potential of the site is low.

9.0 Effectiveness of Methodology

Archaeological evaluation was effective in demonstrating the low potential for archaeological remains on the site. The body of data thus produced will be sufficient to inform the planning and development process.

10.0 Project Archive

The project archive, consisting of the site recording and the finds, will be deposited with printed copies of this report and the forthcoming full report at The Collection, Lincoln, in or before August 2014; following deposition, the archive will be available for consultation under the LCNCC accession number 2013.321. A copy of the full report will also be uploaded to the Archaeology Data Service OASIS (Online AccesS to the Index of archaeological investigationS) database, where it will be publicly accessible online.

11.0 Acknowledgements

Pre-Construct Archaeological Services would like to thank Peter Welch Architectural Services for this commission.

12.0 References

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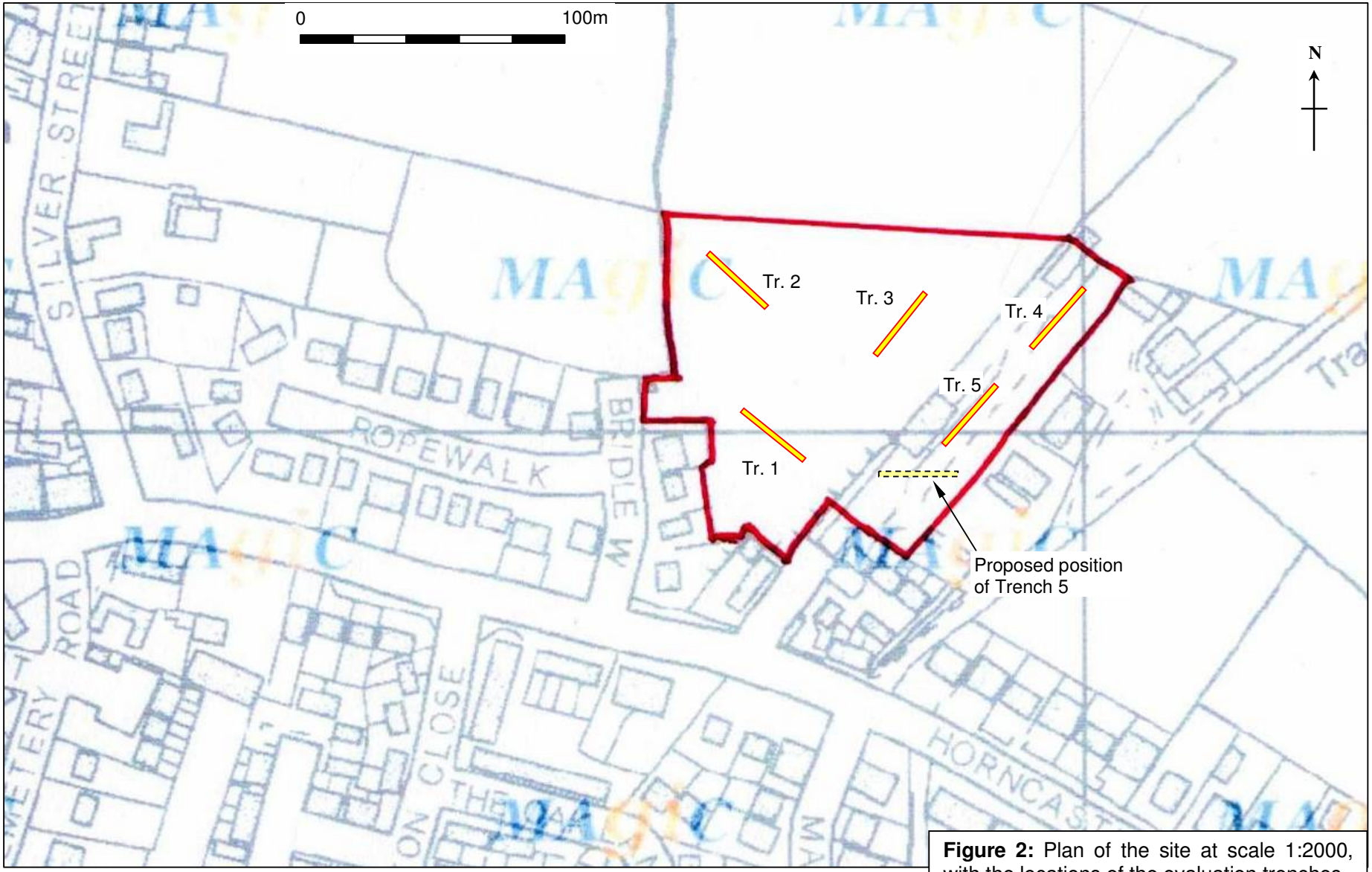

Figure 2: Plan of the site at scale 1:2000, with the locations of the evaluation trenches.

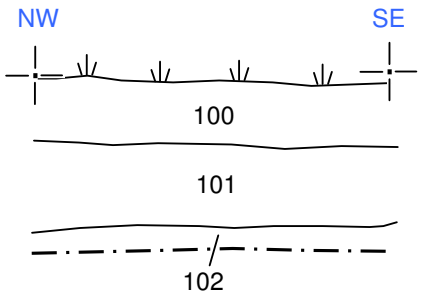

Figure 3a: sample section in Trench 1.

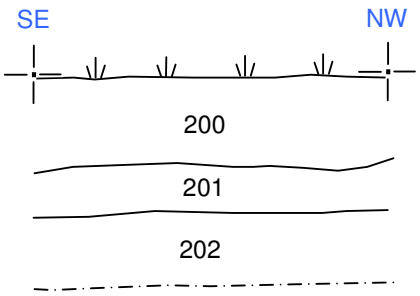

Figure 3b: sample section in Trench 2.

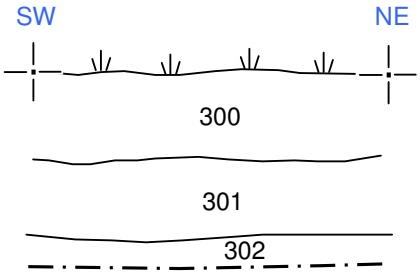

Figure 3c: sample section in Trench 3.

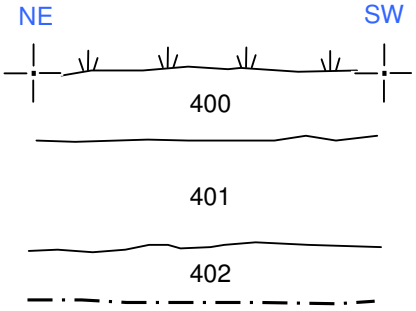

Figure 3d: sample section in Trench 4.

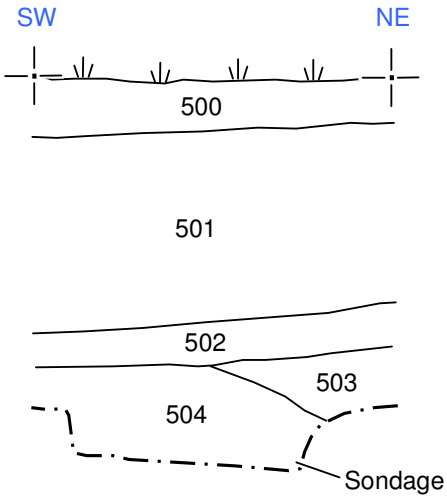

Figure 3e: sample section in Trench 5.

Figure 3: Sample sections in the evaluation trenches, at scale 1:20.

Figure 4: As-proposed plan of the site at scale 1:1250, with the locations of the trenches.

Appendix 1: Colour Plates

Plate 1: Trench 1 post-excavation, looking SE; the trench is partially flooded.

Plate 2: SW-facing sample section in Trench 1.

Plate 3: Trench 2 post-excavation, looking NW towards the site boundary.

Plate 4: Trench 3 post-excavation, looking NE.

Plate 5: Trench 4 post-excavation, looking NE.

Plate 6: Trench 5 post-excavation, looking NE. The derelict station platform of the disused railway can be seen at the rear of the photograph.

Appendix 2: Context Summary

Context no.	Type	Description	Finds/dating
Trench 1			
100	Layer	Dark brown clayey sand topsoil, 0.20m deep	Modern
101	Layer	Mid-yellowish-brown colluvial clayey silt subsoil, 0.25m deep	None
102	Layer	Mid-yellowish-brown natural silty clay with patches of orange sand and grey silty clay, and moderate inclusions of flint and chalk	Geological
Trench 2			
200	Layer	Dark brown clayey sand topsoil, 0.28m deep	Modern
201	Layer	Mid-yellowish-brown colluvial clayey silt subsoil, 0.14m deep	None
202	Layer	Mid-yellow natural silty clay with patches of orange sand and moderate inclusions of flint and chalk	Geological
Trench 3			
300	Layer	Dark brown clayey sand topsoil, 0.26m deep	Modern
301	Layer	Mid-yellowish-brown colluvial clayey silt subsoil, 0.20m deep	None
302	Layer	Mid-yellowish-brown natural silty clay with patches of orange sand and grey silty clay, and moderate inclusions of flint and chalk	Geological
Trench 4			
400	Layer	Turf and topsoil, 0.20m deep	Modern
401	Layer	Sand and gravel levelling layer for railway, 0.40m deep	Post-medieval
402	Layer	Mid-yellowish-brown natural silty clay, becoming grey towards N end of trench, with moderate flint and chalk inclusions	Geological
Trench 5			
500	Layer	Turf and topsoil, 0.15m deep	Modern
501	Layer	Sand and gravel levelling layer for railway, 0.60m deep	Post-medieval
502	Layer	Dark greyish-brown clayey silt, 0.13m deep: possible alluvial deposit	None
503	Layer	Mid-brown natural clay with moderate flint and chalk inclusions	Geological
504	Layer	Mid-greyish-brown natural silty clay with moderate flint and chalk inclusions	Geological

Appendix 3: OASIS Summary

OASIS DATA COLLECTION FORM: England

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Bridle Way, Wragby - Pre-Construct Archaeological Services Ltd

OASIS ID - preconst3-172186

Versions

View	Version	Completed by	Email	Date
View 1	1	Mrs. R. D. Savage	rachel@pre-construct.co.uk	20 February 2014

Completed sections in current version

Details	Location	Creators	Archive	Publications
No	Yes	Yes	No	0/1

Validated sections in current version

Details	Location	Creators	Archive	Publications
No	No	No	No	0/1

File submission and form progress

Grey literature report submitted?	No	Grey literature report filename/s	
Report release delay specified?	Yes	Release delay	Release into ADS library once signed off
Boundary file submitted?	No	Boundary filename	
HER signed off?		NMR signed off?	

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