

**EXTENSION TO COTTAGE FARM, FEN ROAD,
WASHINGBOROUGH, LN4 1AE**

**ARCHAEOLOGICAL MONITORING
AND RECORDING REPORT**

NGR: TF 0368 7052
Planning ref.: 13/1212/HOUS
PCAS Job No.: 1238
Site code: WFRM 14
LCNCC Acc. No.: 2014.111

Report prepared for

Mr. I Butler

by

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(By Johanna Gray and Jane Young)

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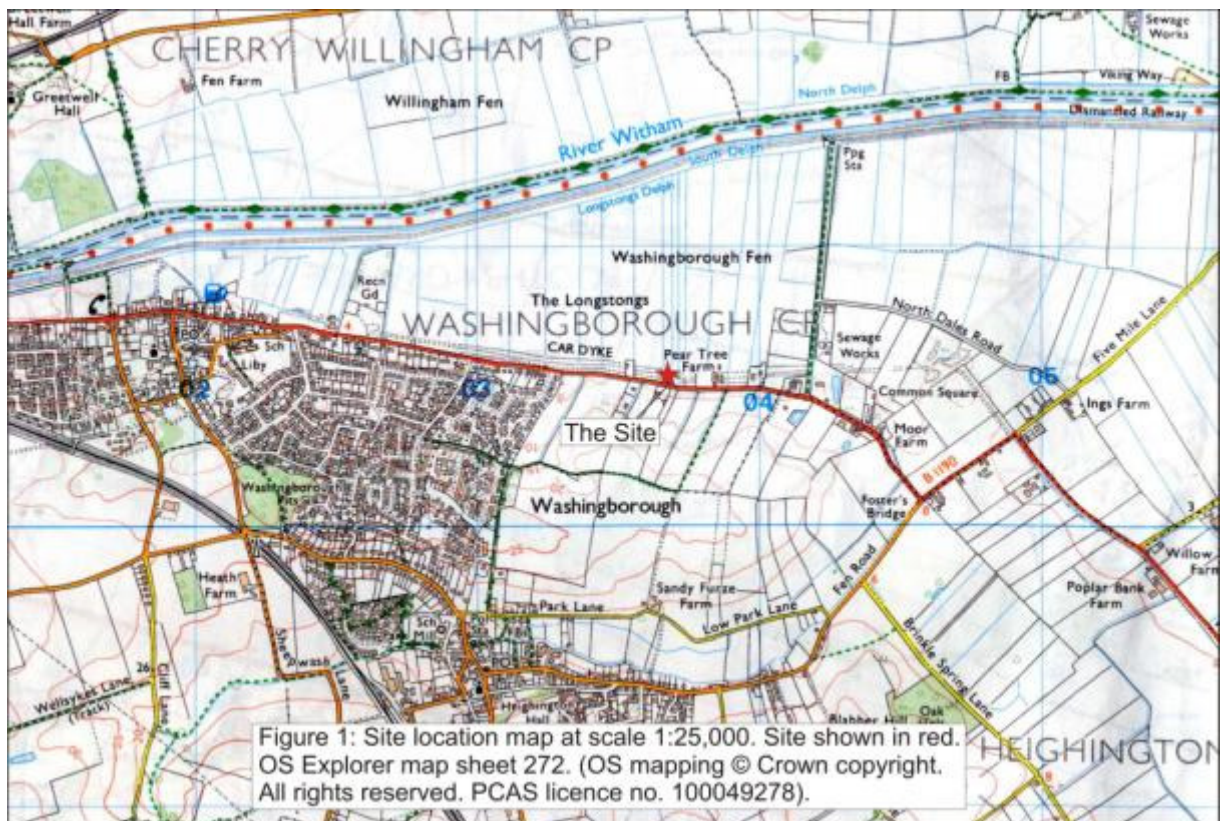
Pl. 6: E facing section of Car Dyke [008] (looking W).

Summary

Archaeological monitoring and recording took place during the excavation of foundation trenches for an extension to the existing property at Cottage Farm, Fen Road, Washingborough. The extension is situated to the east side of an existing house within the garden of the property. Cottage Farm is a stone built property on the north side of Fen Road, which dates from the 19th century.

The development site lies close to the Car Dyke, a Roman canal built in the early 2nd century AD to control flood waters between Lincoln and Peterborough. In places the earthwork remains of this have been all but destroyed, however the stretch between Washingborough and Common Square is protected as a Scheduled Ancient Monument. The north bank of the canal at this point has been removed, but the south bank remains intermittently intact in this area (though not within the development zone itself).

The majority of the excavations proved to be archaeologically sterile; however the south edge of Car Dyke was encountered in the northern section of the extension footings. This allowed a partial profile to be recorded. No finds were recovered from the dyke deposits, although peat deposits were encountered.



1.0 Introduction

Pre-Construct Archaeological Services Ltd (PCAS) was requested by Mr. I. Butler to undertake a scheme of archaeological monitoring and recording during the groundworks for the addition of an extension to the east side of the existing property at Cottage Farm, Fen Road, Washingborough.

This report documents the results of the monitoring, which followed current best practice and appropriate national guidance including:

- NPPF, National Planning Policy Framework (2012)
- IFA Code of Conduct (1994 as revised);
- IFA Standards and Guidance for Archaeological Watching Briefs (2008);
- Management of Research Projects in the Historic Environment (MoRPHE)

The adopted strategy was approved by the Senior Historic Environment Officer for North Kesteven District Council.

2.0 Site location and description (figs. 1 & 2)

Washingborough lies in the North Kesteven District of Lincolnshire, along the B1190 from Lincoln to Horncastle. Cottage Farm lies on the eastern outskirts of Washingborough, c. 6km southeast of central Lincoln. The house lies on the north side of the B1190 Fen Road - a two storey limestone property within a large private garden to the side and rear;

The new extension adjoins the eastern side of the existing property, in what was formerly part of the garden. The building is single storey, and covers a footprint c. 10mx10m.

The central NGR for the extension is TF 0368 7052.

3.0 Geology and topography

The bedrock geology of the area is varied: the site itself lies on Lincolnshire Limestone Formation, however immediately to the east and south the bedrock is recorded as Rutland Formation – Argillaceous rocks with subordinate sandstone and limestone, and Bilsworth Limestone and Upper Lincolnshire Limestone are also present in this area.

The overlying drift geology is Alluvium, deposited by the River Witham. This is described as “normally soft to firm consolidated, compressible silty clay, but can contain layers of silt, sand, peat and basal gravel. A stronger, desiccated surface zone may be present”, however sand and gravel washed from the natural slope to the south of the site where drift geology is recorded as Head – Clay Silt Sand and Gravel may also be present on site. (<http://mapapps2.bgs.ac.uk/geoindex/home.html>).

The site lies in the natural flood plain of the River Witham, below 5mOD; the natural topography begins to rise on the south side of Fen Road. The site of the extension remains flat, with little or no variation.

4.0 Planning background

A planning application for the extension was submitted to North Kesteven District Council in October 2013 (App. Ref.: 13/1212/HOUS). The proximity of the Car Dyke, a Roman canal protected as a Scheduled Ancient Monument, was noted by English Heritage as a consultee, and consultation with the Senior Historic Environment Officer for North Kesteven regarding a scheme of archaeological works was recommended, should planning permission be granted.

The planning permission was granted subject to conditions in December 2013. This permission included the following archaeological condition:

5 No development shall take place unless and until the applicant, or their agents or successors in title, has secured the implementation of an agreed written specification that sets out a programme of work to mitigate the impact of construction to known archaeological remains. The specification shall be submitted to and **approved in writing** by the local planning authority. The programme of work shall be carried out strictly in accordance with the approved specification. A final report of the outcomes of the programme of work will be submitted to the local planning authority within six months of the completion of the development, or such longer period as may be agreed by the local planning authority.

Reason: To ensure that archaeological remains are preserved in situ or investigated and recorded as appropriate and to ensure that the information is made available, in accordance with saved Policy HE3 of the adopted North Kesteven Local Plan.

The site lies within an archaeologically sensitive area. The earthwork remains of the south bank of the Car Dyke are lost at this location, so the below ground survival of the monument and any associated archaeological features was unknown. For this reason, a scheme of monitoring and recording was required to ensure that any archaeological remains disturbed would be identified and recorded.

5.0 Archaeological and historical background

Prehistoric

Prehistoric activity in the immediate vicinity of the development site is restricted to a small number of findspots. The majority of these result from fieldwalking completed in the late 1990's, when four worked flints were recovered from the general area. Two flint tools were recovered from a field directly north of the development site; a polished axe head and a flat discoidal flint knife were picked up as casual finds by the farmer (LHER ref: 60461).

Roman

The Car Dyke is a Roman canal built in the early 2nd century AD, extending from Lincoln to Peterborough (LHER ref: 60706). Its primary function is believed to have been for drainage, to control water levels in this low-lying region; however sections of it may have been navigable by boat.

Much of the original canal has been incorporated into modern drains, however a section of the south bank survives to the east of Washingborough in the area of the development site, and is protected as a nationally important Scheduled Ancient Monument (List entry no.: 1004923). To the east of Washingborough, the north bank of the Car Dyke was all but demolished in the 18th century as the flood defences for the River Witham were being constructed; a low ridge identifies the position of the northern bank in some places. The

south bank survives intermittently - in places this has been entirely ploughed away, while in others it survives to a height of c. 2m.

Only two Roman artefacts are recorded within 500m of the development site. A single sherd of pottery was recovered during field walking c. 230m south south-west (LHER ref: 61381), while PastScape records a findspot of a bronze fillet of Roman origin (PastScape ref: 349709) in the general area. Dispersed findspots over a wider area suggest there was no concentrated settlement here in the Roman period; however sporadic artefacts indicate a low level of activity.

Saxon

Settlement at Washingborough began in the late Saxon period. The place name is a composite of two parts; the suffix *burh* is the Saxon word for “fortified place”, while the prefix can be interpreted in two ways: *Wassinga* could derive from an Old English group name, meaning “the family or dependants of Wassa”; alternatively *Wassa* is the Old English word for “riverside land which floods and drains quickly”. Either of these are competitive names for the settlement (Cameron, 1998) which appears to have focused around the core of the existing village, with evidence of Saxon activity within 1km of the site being sparse (LHER ref: 61274).

Medieval

There is no entry for a settlement at Washingborough in the Domesday Book of 1086, the estate being divided up in the record. This may be due to the strategic importance of the site controlling access to Lincoln, or as a large and important holding in its own right being divided to reduce the power of the holding. Evidence of the medieval village is limited to areas of ridge and furrow earthworks surrounding the village, and a small number of recovered pottery sherds. There are a number of “old” quarries identified on early OS mapping which may date from the medieval settlement.

6.0 Aims and Methodology

The specific aims of the archaeological scheme were:

- To identify and record archaeological structures, deposits, features and artefacts exposed by the development works;
- To determine their form and function;
- To recover stratified dating evidence;
- To establish the sequence of archaeological remains;
- To interpret the archaeology in the context of known remains in the vicinity.

The methodology for the scheme had been fully set out in a WSI; approved by the Senior Historic Environment Officer for North Kesteven District Council in advance.

In summary, the methodology stated that archaeological attendance and recording by a suitably qualified / experienced professional archaeologist / PCAS Field Officer would take place during all intrusive groundworks; that all archaeological remains would be examined in sufficient detail to determine their date, character, state of preservation and extent, as well as to recover artefactual / ecofactual remains for further assessment. A written record for each stratigraphic horizon and archaeological feature was to be made on standard PCAS recording forms. A photographic record and a narrative account in the form of a site diary would supplement these accounts.

Any securely stratified archaeological deposits considered suitable for environmental

assessment would have been sampled in 40ltr quantities, where possible. Sampling techniques and methods would comply with those outlined in *Environmental Archaeology: A Guide to the Theory and Practice of Methods, from Sampling and Recovery to Post-Excavation* (English Heritage, 2011, 2nd edition).

7.0 Results (fig. 3)

The groundworks were completed over the course of two days.

Modern topsoil (001) covered the entire site area, and was generally approximately 0.4m in depth.

The majority of the footing trenches excavated were approximately 0.5m wide and 0.6m - 0.7m deep. All, but one, of the trenches exposed a stratigraphy consisting of topsoil overlying a subsoil (002), and in the deeper areas the natural substrate (003) beneath.

This sequence differed in the northern and north-eastern footings due to the presence of the south edge of the Car Dyke. Where this was exposed, construction depths were increased - to 1.6m in the north-east corner, and 1.5m in the north-west (see fig.3). The south edge of the dyke itself, recorded as contexts [004] and [008], was on an approximate east to west alignment and within this there were multiple deposits. These included an upper fill of silty sand, (006), (011) and (009), which may evidence purposeful backfilling, possibly in relatively recent times. These upper fills sealed a peat deposit, (007) and (010). Less substantial deposits were also observed, including context (012) which was exposed in the north-west corner of the development footing trenching. This deposit possibly reflects slumpage of the southern dyke edge. It was sealed by context (011) and directly overlaid [008]. A thin lens of silty sand (005) was noted in the north-eastern corner, overlying context (006).

Finds were retrieved only from the topsoil and subsoil; amounting to a sherd of modern pottery and a fragment of modern ceramic tile (see appendix 4). No finds were recovered from Car Dyke deposits; however the peat did contain preserved wood that was removed from site; however this was discarded as it was natural and therefore had no archaeological significance.

8.0 Conclusion

The majority of the excavated area proved to be archaeologically sterile, with only two modern artefacts recovered. However, a small section of Car Dyke south edge was exposed which enabled a partial profile of this important monument to be recorded.

As noted above, prior to the current development, the earthwork remains of the south bank of the Car Dyke have been lost at this location; thus the results of the current scheme will add a significant new indicator that will serve the future needs of archaeological resource management in this area.

9.0 Effectiveness of methodology

The methodology employed during this project achieved its primary objective, ensuring that the archaeological remains present were not destroyed unrecorded, while causing the minimum of disruption to the construction process.

10.0 Acknowledgements

PCAS Ltd would like to thank Mr. I. Butler for this commission.

11.0 Bibliography

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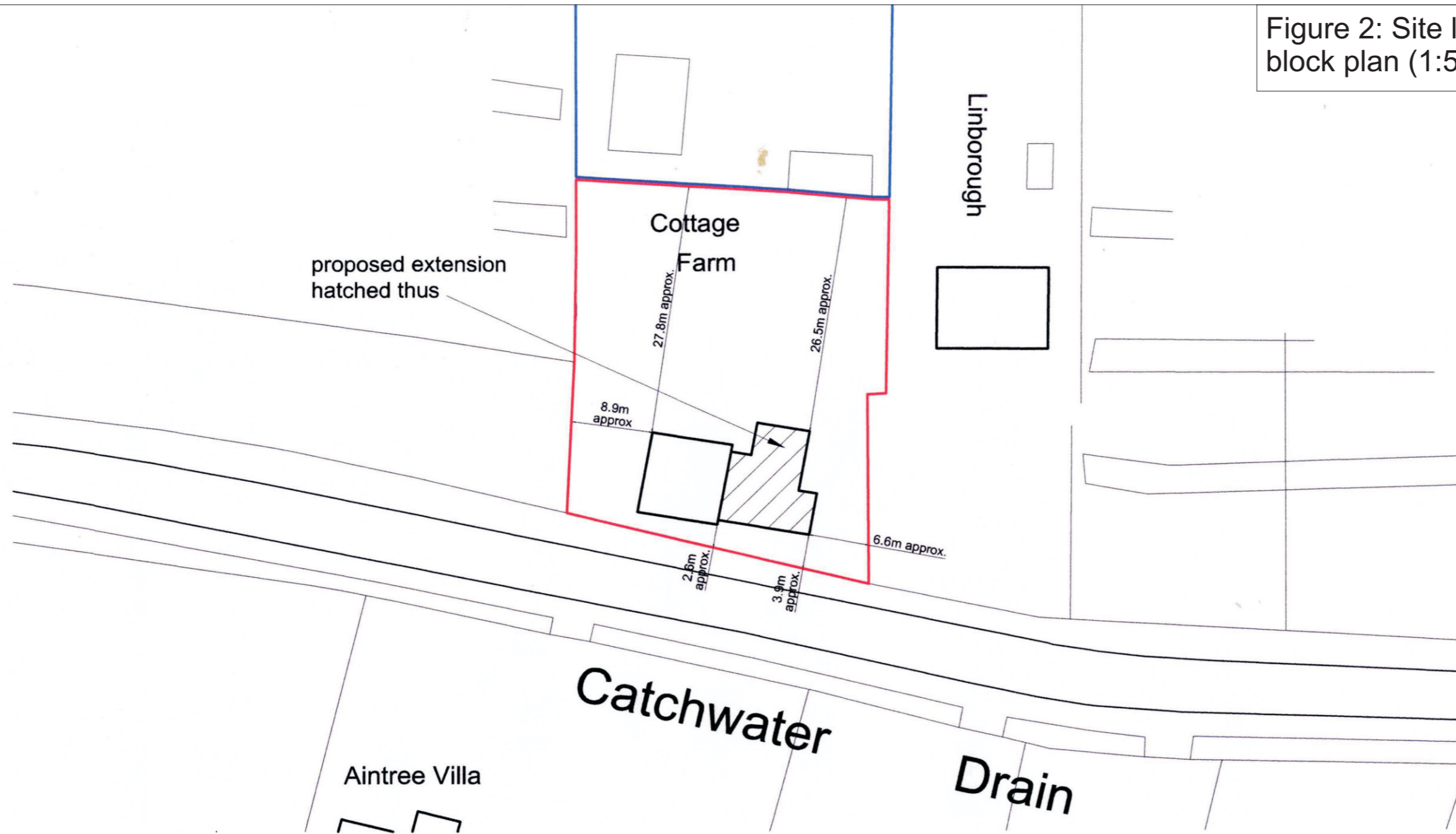
<http://www.heritagegateway.org.uk/Gateway/>

<http://www.english-heritage.org.uk/professional/protection/process/national-heritage-list-for-england/>

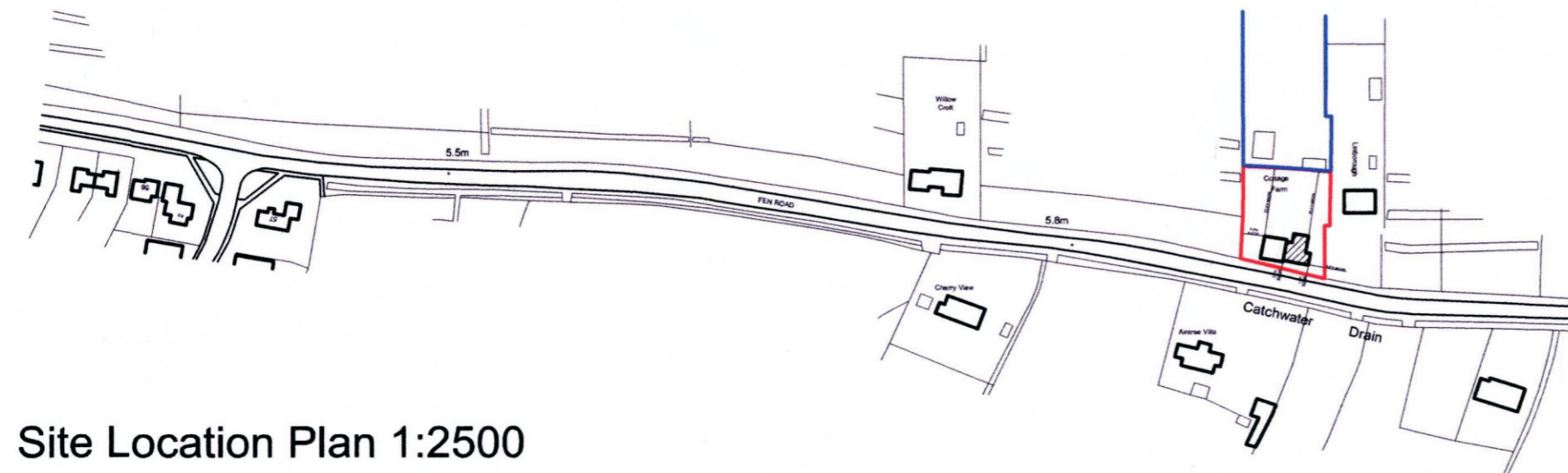
OS Explorer Map, 2006, *Sheet 272: Lincoln, Sleaford, Metheringham and Navenby*. Ordnance Survey, Southampton. (OS mapping © Crown copyright. All rights reserved. PCAS licence no. 100049278).

Sawyer P., 1998, *Anglo-Saxon Lincolnshire, History of Lincolnshire III*. History of Lincolnshire Committee, Lincoln.

Figure 2: Site location plan (1:2500) and block plan (1:500). Supplied by client.




Block Plan 1:500



Site Location Plan 1:2500

Amendments



sda
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PROJECT DETAILS

Proposed Alterations to Cottage Farm,
Fen Lane, Washingborough, Lincs.

CLIENT

Mr. A. Wright

DRAWING TITLE

Proposed
Site Location and Block Plan

DATE	DRAWN
July 2013	Uilly
SCALE	DRNG No.
1:500, 1:2500 @A3	2244-A3-09

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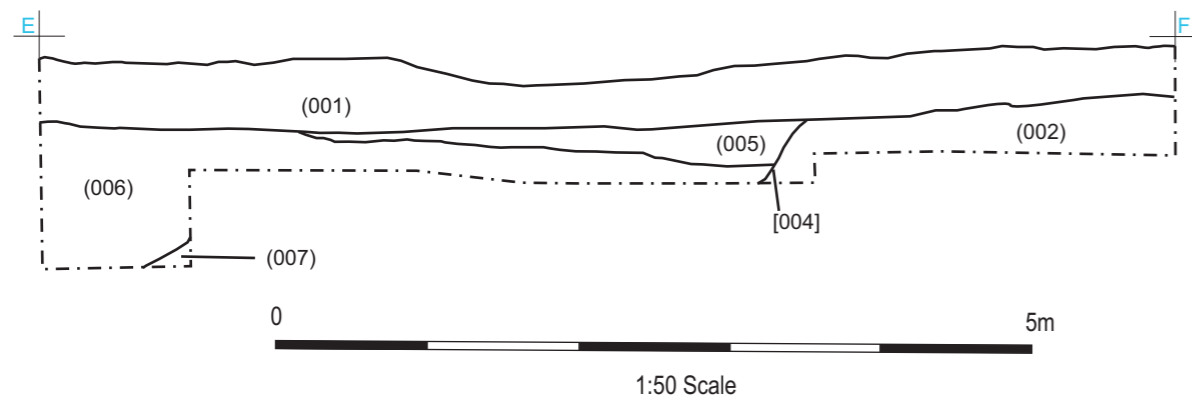
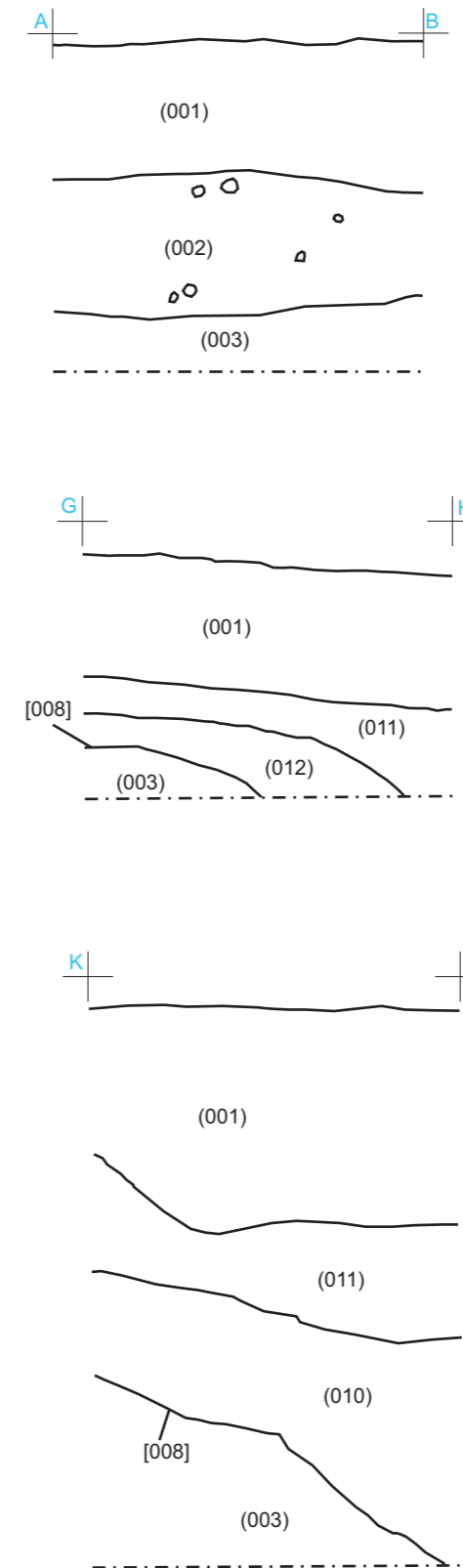
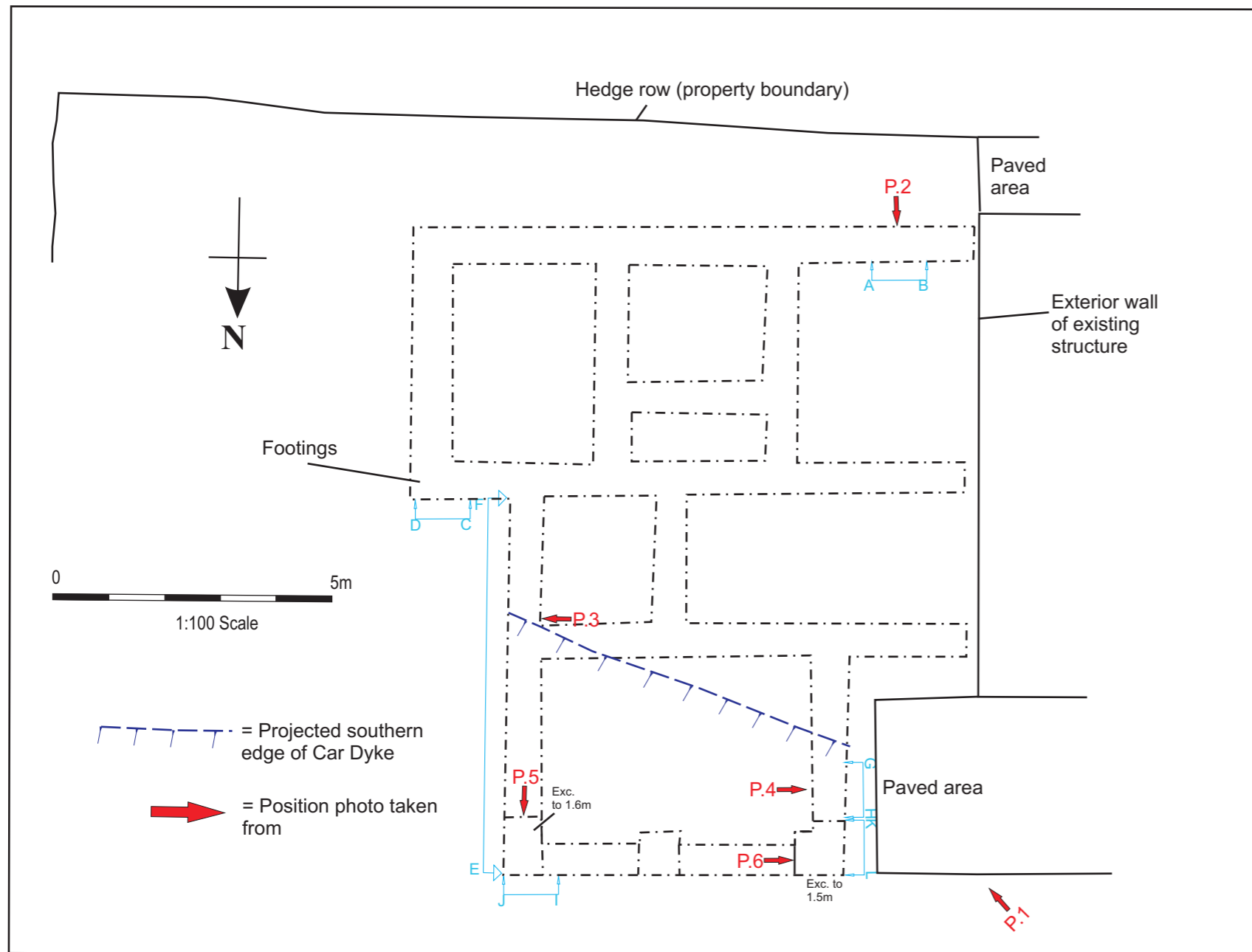


Figure 3: Plan of excavations (1:100), representative sections (1:20) and W facing section of Carr Dyke (1:50).

Appendix 1 – Colour plates



Plate 1: Shot of site prior to groundworks (looking SE).



Plate 2: S facing section of southern leg of footings (looking N).



Plate 3: W facing section of Car Dyke [004] (looking E). The cut of the dyke can be seen towards the centre of the photo, with the fills (005) and (006) on the left hand side.



Plate 4: E facing section of Car Dyke [008] (looking W). Note the brown-orange sandy silt (011), potentially backfilled deposit, overlying the grey silty peat (012) to the right of the photo.



Plate 5: S facing section of Car Dyke [008] (looking N). As with plate 4, (011) can be seen overlying a large peat deposit (010) towards the base of the section.



Plate 6: E facing section of Car Dyke [008] (looking W). This final photo of the dyke, once again shows the brown-orange sandy silt overlying a substantial peat deposit.

Appendix 2: Context Summary

Context No.	Type	Description	Finds
001	Layer	Topsoil. Dark brown to black silty loam. Very loose. 0.42m deep.	1 sherd of modern pottery and Modern ceramic tile
002	Layer	Subsoil. Orange brown silty sand. Moderate to loose compaction. Contained some small rounded pebbles. Not fully excavated.	
003	Layer	Subsoil. Mid to dark grey silty sand with occasional pockets of clay. Very compact. Not fully excavated.	
004	Cut	Of linear feature seen in section. Possibly the northern edge Carr Dyke. Steep sided. On an east to west alignment. Filled by (005), (006) and (007). Dimensions not known.	
005	Fill	Upper fill of [004]. Mid brown silty sand with a slight orange hue. Fairly loose. Contained some charcoal flecks. 2.5m wide and 0.35m deep.	
006	Fill	Secondary fill of [004]. Mid grey brown silty sand with a slight orange hue. Very similar to (005). Loose compaction. Contained some charcoal flecks. 0.5m wide and 0.1m deep.	
007	Fill	Primary fill of [004]. Black peat. Fairly loose and soft in compactions. Not fully excavated.	
008	Cut	Same as [004]. However it is the southern edge. Filled by (009), (010), (011) and (012).	
009	Fill	Fill of [008]. Similar to (005), however has a higher clay content.	
010	Fill	Fill of [008]. Possibly same as (007). A black peat fill.	
011	Fill	Fill of [008]. Mid brown silty sand with an orange hue. Some pockets of clay within deposit. Fairly compact.	
012	Fill	Primary fill of [008]. Mid grey silty clay sand. Fairly compact.	

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By Johanna Gray and Jane Young

Introduction:

A single sherd of pottery and a single fragment of ceramic building material were recovered from the site and presented for examination. The sherd was quantified and archived in accordance with Lincolnshire County Council's *Archaeological Handbook* (sections 13.4 & 13.5) and the guidelines detailed in Slowikowski et al (2001).

Pottery Archive:

Context	Code Name	Form	Sherd	Vessel	Weight	Part	Decoration / Description	Date
001	WHITE	BOWL	1	1	43g	Rim	Blue sponged dec. ext.	19th

CBM Archive:

Context	Code Name	Form	Sherd	Weight	Decoration / Description	Date
002	PANT	TILE	1	43g	Fine red fabric with ca inclusions. Soot & mortar present.	18 th - 20 th

Summary:

The sherd of pottery and the fragment of CBM are dated to the early modern period (18th- 20th century). No further work is required on this material and it may be discarded.

Bibliography:

- 2001, Slowikowski, A. M., Nenck, B., and Pearce, J., *Minimum Standards for the Processing, Recording, Analysis and Publication of Post-Roman Ceramics*, Medieval Pottery Research Group Occasional Paper 2
- 2001, *Draft Minimum Standards for the Recovery, Analysis and Publication of Ceramic Building Material*, Version 3.3 [internet] < <http://tegula.freeseerve.co.uk/acbmg/CBMGDE3.htm>
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