

Peakirk Rising Main Replacement Scheme



Archaeological Watching Brief Report



March 2014

Client: Anglian Water

OA East Report No: 1613

OASIS No: oxfordar3-176589

NGR: TF 1645 0535

Peakirk Rising Main Replacement Scheme

Archaeological Watching Brief

By Kathryn Nicholls BA

Editor: Stephen Macaulay BA MPhil MifA

Illustrator: Frances Chaloner BA

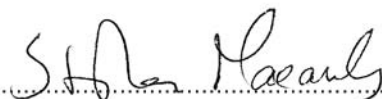
Report Date: April 2014

Report Number: 1613
Site Name: Peakirk Rising Main Replacement Scheme
HER Event No: TBC
Date of Works: February & March 2014
Client Name: Anglian Water
Client Ref: 16527
Planning Ref: SEW-09673-01
Grid Ref: TF 1645 0535
Site Code: PETRMR14
Finance Code: PETRMR14
Receiving Body: Peterborough HER

Accession No:

Prepared by: Kathryn Nicholls
Position: Assistant Supervisor
Date: 07/04/2014

Checked by: Stephen Macaulay
Position: Senior Project Manager
Date: 06/04/2014
Signed:



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Oxford Archaeology East,

15 Trafalgar Way,
Bar Hill,
Cambridge,
CB23 8SQ

t: 01223 850500
f: 01223 850599
e: oaeast@thehumanjourney.net
w: <http://thehumanjourney.net/oaeast>

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Summary

Between 20th February and 19th March 2014, Oxford Archaeology East carried out an archaeological watching brief along a replacement main pipeline located between the A15 near Peakirk and the Roman Car Dyke canal as it runs to the northeast of Peterborough. Excavations of the pipeline trench and trial trenches were monitored continuously with no archaeology being observed at any stage.

Natural geology was observed at all locations other than the 18th century Fen Bridge.

1 INTRODUCTION

1.1 Location and scope of work

- 1.1.1 An archaeological watching brief was conducted between the Peterborough ward of Werrington along the course of the A15 to the southern end of the village Peakirk for a water pipe replacement (Fig. 1)
- 1.1.2 This archaeological watching brief was undertaken in accordance with a Brief issued by Peterborough County Council (CCC; Planning Application SEW-09673-01), supplemented by a Specification prepared by OA East.
- 1.1.3 The work was undertaken to comply with Anglian Waters Code of Practice in accordance with the guidelines set out in *National Planning Policy Framework* (Department for Communities and Local Government March 2012).
- 1.1.4 The site archive is currently held by OA East and will be deposited with the appropriate county stores in due course.

1.2 Geology and topography

- 1.2.1 The site runs along the north east side of the A15 which runs from Werrington to Peakirk. The pipeline is approximately 2,596m in length and mainly runs through fields used for farming. The pipeline runs on the higher Oxford Clay overlain by the sand and gravels of the 2nd river terrace.

1.3 Archaeological and historical background

- 1.3.1 The pipeline crosses areas of archaeological interest ranging from the Neolithic through to the Roman period.
- 1.3.2 The earliest remains are represented by a Neolithic causewayed enclosure which, on aerial photographs, appear to be cut by the Roman Car Dyke between Werrington and Peakirk (HER 51144).
- 1.3.3 At the southern end of the pipeline the Bronze Age Werrington Ring Ditch excavated in the 1970's is 23m in diameter, with slight traces of a central pit (HER 00645). Cremated bone and a few abraded flints were recovered from this area. A further ring-ditch has been recorded to the north east (HER 02210).
- 1.3.4 Iron Age and Roman remains have been identified along the whole pipeline route and in the surrounding areas through excavation and aerial photography. The most visible of which being the Roman Car Dyke which runs near parallel to the proposed pipeline route and is a Scheduled Monument of National importance. towards the south between Fen Bridge and Whitepost Road (SM35725). The Car Dyke is considered to run from Waterbeach, near Cambridge (connecting the River Cam to the Old West river and then into The Fens). It runs as an uninterrupted linear feature from Peterborough (at the Nene) to the River Witham at Lincoln. The monument is known to be a canal at its southern section at the River Cam (Macaulay 1997, & Forthcoming) but its function and purpose from Peterborough to Lincoln is still in debate, however a Roman date for its construction is almost certain (Simmons BB 2004).
- 1.3.5 At the northern end of the pipeline, between Werrington and Peakirk, aerial photographs show the presence of undated enclosures likely to be associated with an Iron Age/Romano British settlement. A hearth and associated post holes and ditches

along with Iron Age and early Roman pottery were found along the line of a gas pipeline in the 1960's (HER 00523, HER 02212. HER 02168).

- 1.3.6 Remnants of Medieval ridge and furrow survive along the route, being associated with open fields in the parishes of Peakirk and Glinton. Also at the southern end of the pipeline the late 18th century Fen Bridge over Car Dyke is Grade 2 listed (HER 50748).

1.4 Acknowledgements

- 1.4.1 The Author would like to thank Anglian Water and Barhale along with Peterborough County Council. The project was managed by Stephen Macaulay.

2 AIMS AND METHODOLOGY

2.1 Aims

- 2.1.1 The objective of this watching brief was to determine as far as reasonably possible the presence/absence, location, nature, extent, date, quality, condition and significance of any surviving archaeological deposits within the development area.

2.2 Methodology

- 2.2.1 The Brief required that a watching brief of all groundwork associated with the proposed scheme take place whilst the pipeline route remained along the route of Car Dyke. This included the main pipe route approximately 0.70m wide and a depth of 1.30m and a number of trial holes.
- 2.2.2 Machine excavation was carried out under constant archaeological supervision. In some areas parts of the trench needed to be hand dug due to its close proximity to gas and existing water mains.

3 RESULTS

3.1 Introduction

3.1.1 During the watching brief, excavation occurred in two phases, firstly removal of topsoil approximately 3.2m wide followed by the excavation of the pipe trench which was approximately 0.70m wide and at a continuous depth of 1.30m.

3.2 Area near Fen Bridge

3.2.1 Excavation started within the isolated area near Grade 2 listed building Fen Bridge. Here a build up of very modern material was seen in section most likely related to the construction of the nearby roundabout (Plate. 1). Natural geology was not seen in this area.

3.3 Main pipeline trench and trial trenches

3.3.1 No archaeology was noted throughout the entire course of the pipeline. Topsoil and subsoil remained at a similar depth throughout however the natural geology did vary. A number of trenches approximately 4m long, 1.6m wide and at varying depths were put in along the fence line next to the A15 to determine where existing gas and water mains were located. No archaeology was seen in these trenches.

4 DISCUSSION AND CONCLUSIONS

- 4.1.1 Although this area was thought to be one of archaeological interest the pipeline trench did not disturb any archaeology. However due to the size of the trench and the size of the area between the trench and Car Dyke it is still possible that archaeological remains still remain in situ within this area.

APPENDIX A. BIBLIOGRAPHY

- | | | |
|-----------------|-------------|---|
| Casa-Hatton, R | 2013 | Brief for Archaeological Watching Brief, Peakirk Rising Main Replacement Scheme |
| Macaulay, S.P. | 1997 | <i>Car Dyke Roman Canal, Waterbeach 1997. Summary report.</i> Cambridgeshire County Council. |
| Macualay, S. P. | Forthcoming | Car Dyke (Old Tillage), Roman Canal: Archaeological Investigations at Clayhithe & Waterbeach, Cambridgeshire |
| Simmons B.B | 2004 | <i>The Car Dyke Past Work, Current State and Future Possibilities.</i> Lincolnshire Archaeology and Heritage Report Series No. 8. |

APPENDIX B. OASIS REPORT FORM

All fields are required unless they are not applicable.

Project Details

OASIS Number	<input type="text" value="oxfordar3-176589"/>			
Project Name	<input type="text" value="Peakirk Rising Main Replacement Scheme"/>			
Project Dates (fieldwork)	Start	<input type="text" value="20-02-2014"/>	Finish	<input type="text" value="19-03-2014"/>
Previous Work (by OA East)	<input type="text"/>	Future Work	<input type="text"/>	

Project Reference Codes

Site Code	<input type="text" value="PETRMR14"/>	Planning App. No.	<input type="text" value="SEW-09673-01"/>
HER No.	<input type="text"/>	Related HER/OASIS No.	<input type="text"/>

Type of Project/Techniques Used

Prompt	<input type="text" value="Direction from Local Planning Authority - PPS 5"/>
Development Type	<input type="text" value="Pipelines/Cables"/>

Please select all techniques used:

<input type="checkbox"/> Aerial Photography - interpretation	<input type="checkbox"/> Grab-Sampling	<input type="checkbox"/> Remote Operated Vehicle Survey
<input type="checkbox"/> Aerial Photography - new	<input type="checkbox"/> Gravity-Core	<input type="checkbox"/> Sample Trenches
<input type="checkbox"/> Annotated Sketch	<input type="checkbox"/> Laser Scanning	<input type="checkbox"/> Survey/Recording Of Fabric/Structure
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<input checked="" type="checkbox"/> Fieldwalking	<input checked="" type="checkbox"/> Photographic Survey	<input type="checkbox"/> Visual Inspection (Initial Site Visit)
<input type="checkbox"/> Geophysical Survey	<input type="checkbox"/> Rectified Photography	

Monument Types/Significant Finds & Their Periods

List feature types using the [NMR Monument Type Thesaurus](#) and significant finds using the [MDA Object type Thesaurus](#) together with their respective periods. If no features/finds were found, please state "none".

Monument	Period	Object	Period
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Project Location

County	Peterborough	Site Address (including postcode if possible)
District		Werrington Bridge Road Peterborough PE4
Parish	Peakirk	
HER	Peterborough	
Study Area	2596m	National Grid Reference TF 1645 0535

Project Originators

Organisation	OA EAST
Project Brief Originator	
Project Design Originator	
Project Manager	Stephen Macaulay
Supervisor	Kathryn Nicholls

Project Archives

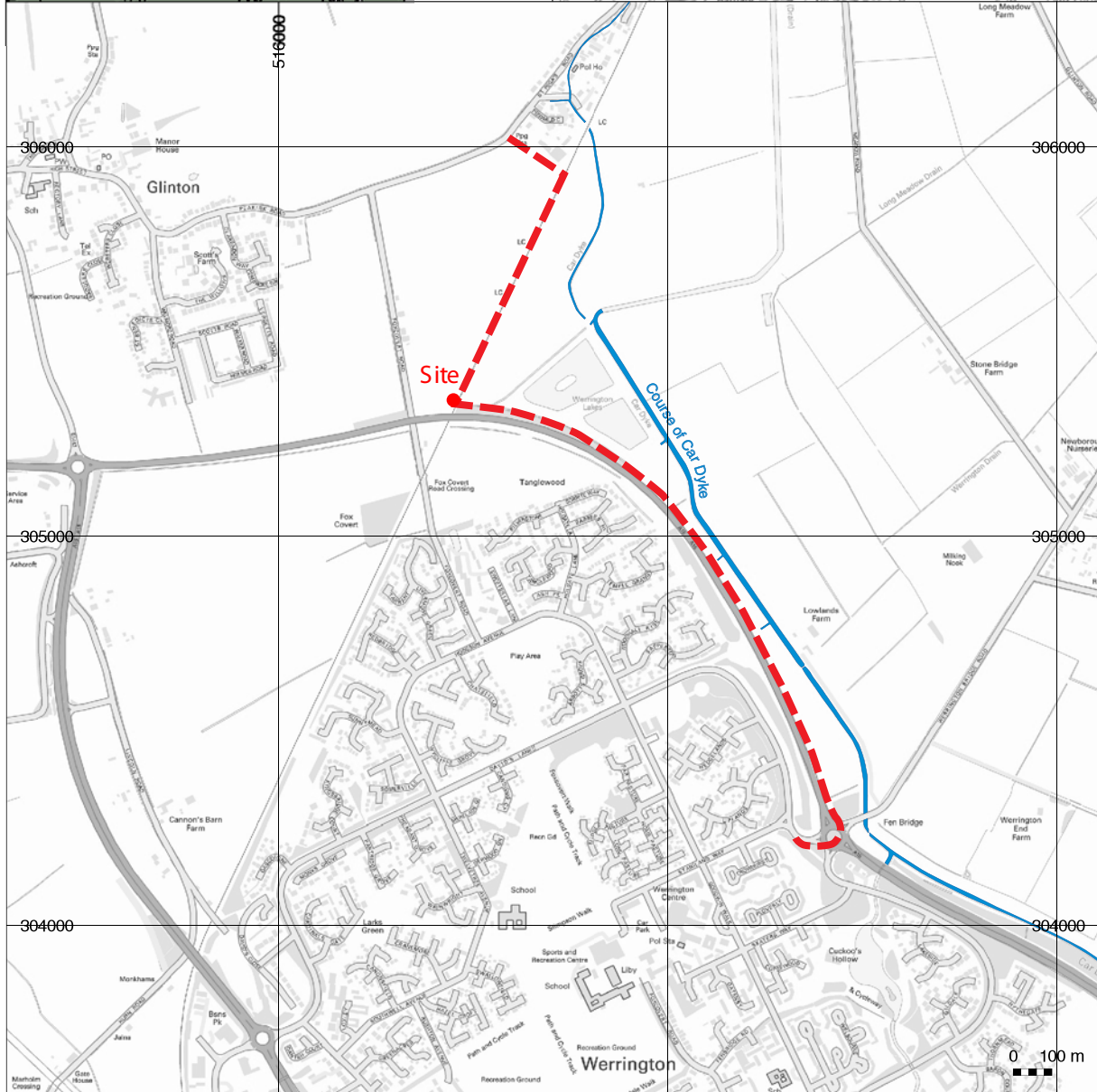
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None	PETRM14	None

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	<input type="checkbox"/> Sections
	<input type="checkbox"/> Survey

Notes:



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Figure 1: Site location map and pipeline location



Plate 1: Section showing build up of modern material



**Head Office/Registered Office/
OA South**

Janus House
Osney Mead
Oxford OX2 0ES

t: +44 (0) 1865 263 800
f: +44 (0) 1865 793 496
e: info@oxfordarchaeology.com
w: <http://oxfordarchaeology.com>

OA North

Mill 3
Moor Lane
Lancaster LA1 1GF

t: +44 (0) 1524 541 000
f: +44 (0) 1524 848 606
e: [oanorth@oxfordarchaeology.com](mailto: oanorth@oxfordarchaeology.com)
w: <http://oxfordarchaeology.com>

OA East

15 Trafalgar Way
Bar Hill
Cambridgeshire
CB23 8SQ

t: +44 (0) 1223 850500
e: [oaeast@oxfordarchaeology.com](mailto: oaeast@oxfordarchaeology.com)
w: <http://oxfordarchaeology.com>



Director: Gill Hey, BA PhD FSA MIFA
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