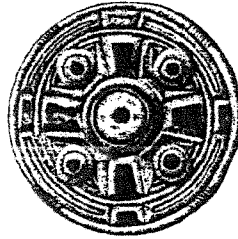


OFFICE COPY



Archaeological Field Unit

**Prehistoric and Post-Medieval Remains at Marshall's
Garage, Peterborough: An Archaeological Evaluation
Phase II**

Andrew Hatton

2003

Cambridgeshire County Council

Report No. A219
Commissioned by Jelson Ltd

**Prehistoric and Post-Medieval Remains at Marshall's Garage,
Peterborough: An Archaeological Evaluation
Phase II**

Andrew Hatton

February 2003

Editor : Judith Roberts
Illustrator : Crane Begg



Report No. A219

©Archaeological Field Unit
Cambridgeshire County Council
Fulbourn Community Centre
Haggis Gap, Fulbourn
Cambridgeshire CB1 5HD
Tel (01223) 5762014
Fax (01223) 880946

arch.field.unit@cambridgeshire.gov.uk
<http://edweb.camcnty.gov.uk/afu>

SUMMARY

Between the 20th and 24th of January 2003 the Archaeological Field Unit (AFU) of Cambridgeshire County Council undertook the second phase of an archaeological evaluation on the site of 'Marshall's Garage', Peterborough. The work was carried out in response to a planning condition in advance of development.

Six trenches were excavated in order to ascertain the presence or absence of archaeological remains. The subsequent investigation of the trenches revealed a pit, ditch and possible natural channel. Circumstantial evidence suggests that the pit may be prehistoric. The only dating evidence was a sherd of eighteenth century redware from the channel. The ditch contained no dating evidence, however, similarities between deposits in the ditch and channel suggest that they acted as drains down slope to the river.

TABLE OF CONTENTS

1. INTRODUCTION	1
2. GEOLOGY AND TOPOGRAPHY	1
3. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND	1
4. METHODOLOGY	3
5. RESULTS	3
6. CONCLUSIONS	6
ACKNOWLEDGEMENTS	7
BIBLIOGRAPHY	7
 LIST OF FIGURES	
Figure 1 Location of Trenches with Development Area outlined	2
Figure 2 Trench 6 plan and sections of excavated features	4

**Prehistoric and Post-Medieval Remains at Marshall's Garage,
Peterborough: An Archaeological Evaluation
Phase II
(TL 1900 9795)**

1. INTRODUCTION

Between the 20th and 24th of January 2003 the Archaeological Field Unit (AFU) of Cambridgeshire County Council undertook the second phase of an archaeological evaluation on the site of 'Marshall's Garage', Peterborough (Fig. 1). The work was carried out to satisfy a planning condition in advance of development for residential use (Planning Application No. 02/01675/FUL). The development area is approximately 1.6 hectares on the south bank of the River Nene.

2. GEOLOGY AND TOPOGRAPHY

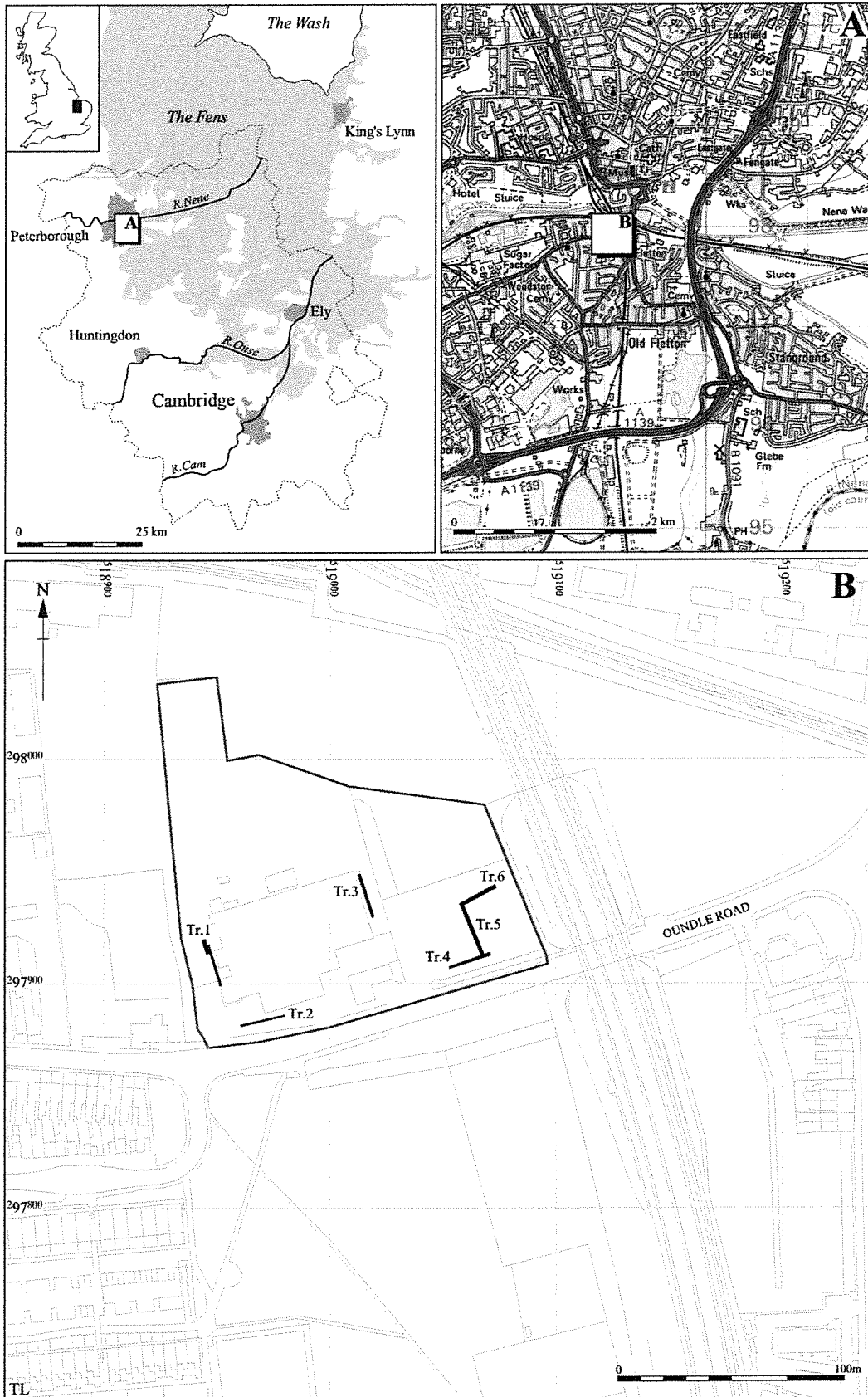
The local geology consists of 1st River Terrace Deposits (Sheet 158, British Geological Survey 1984). The site lies at approximately 9m AOD close to Oundle Road, sloping down to approximately 5mAOD at the northern edge of the site.

3. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

The archaeological and historical background for the site was discussed in the evaluation report (Hatton 2000).

The evaluation in the northern part of the site revealed a series of postholes of which several were excavated but only one contained artefacts dated to the post-medieval period. These may have been associated with temporary structures indicative of a 'Fair'. The lack of organic material together with the paucity of artefacts infers a prehistoric date for a ditch found in this area in the evaluation.

The lack of features elsewhere on the site has to be attributed to modern landscaping when the garage was built.



Based upon Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office Crown Copyright.
 Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. (Cambridgeshire County Council licence No. LA 07649X 2003)

Figure 1 Location of Trenches with Development Area outlined.

4 METHODOLOGY

Six trenches were excavated (total length 120m) using a mechanical excavator with a 1.6m wide toothless ditching bucket. The trenches were located in areas where damage to potential archaeological features was considered to be limited. The site of the garage and associated petrol tanks was heavily disturbed which reduced the area available for investigation (Fig. 1). Excavation of the garage trenches (Trenches 1, 2 and 3) revealed a considerable depth of brick rubble. The width of the trench had to be doubled to enable the mechanical excavator to enter the trench to excavate to the desired depth.

The remaining three trenches, in the car-park area, were excavated as a continuous trench. The tarmac at the edge of the trench was broken with a 0.5m wide toothed bucket.

The trenches were cleaned as necessary for feature and deposit recognition. Exposed deposits were recorded and photographed using the AFU pro-forma recording sheets.

5 RESULTS

Trench 1 (Fig. 1)

Trench 1 was 20m long, orientated north-south. At the northern end a modern foundation trench as well as a large gas pipe (disconnected) was uncovered. Because of the high degree of disturbance the position of the trench was changed. Excavation of the trench revealed brick rubble (0.80m thick) over dark brown silty clay topsoil (0.40m thick), which in turn sealed mid-brown silty clay subsoil (0.30m thick). Removal of the subsoil revealed natural sand and gravel. The sequence remained constant for 10m in a southerly direction along the trench, at which point a modern pipe trench had removed the topsoil and subsoil. No archaeological features were identified in this trench.

Trench 2 (Fig. 1)

Trench 2 was 20m long, aligned west-east. At the western end of the trench the brick rubble (1.30m thick) overlay mid-brown silty clay subsoil (0.40m thick). The sequence remained the same at the eastern end of the trench. Removal of the subsoil clearly revealed four furrows, two of which were investigated and were 0.06m deep. The southern trench section was cleaned revealing the furrows cutting the subsoil. This was not visible during machining of the trench. Each furrow contained brown silty sandy clay with occasional small flint inclusions. No archaeological features were identified in this trench.

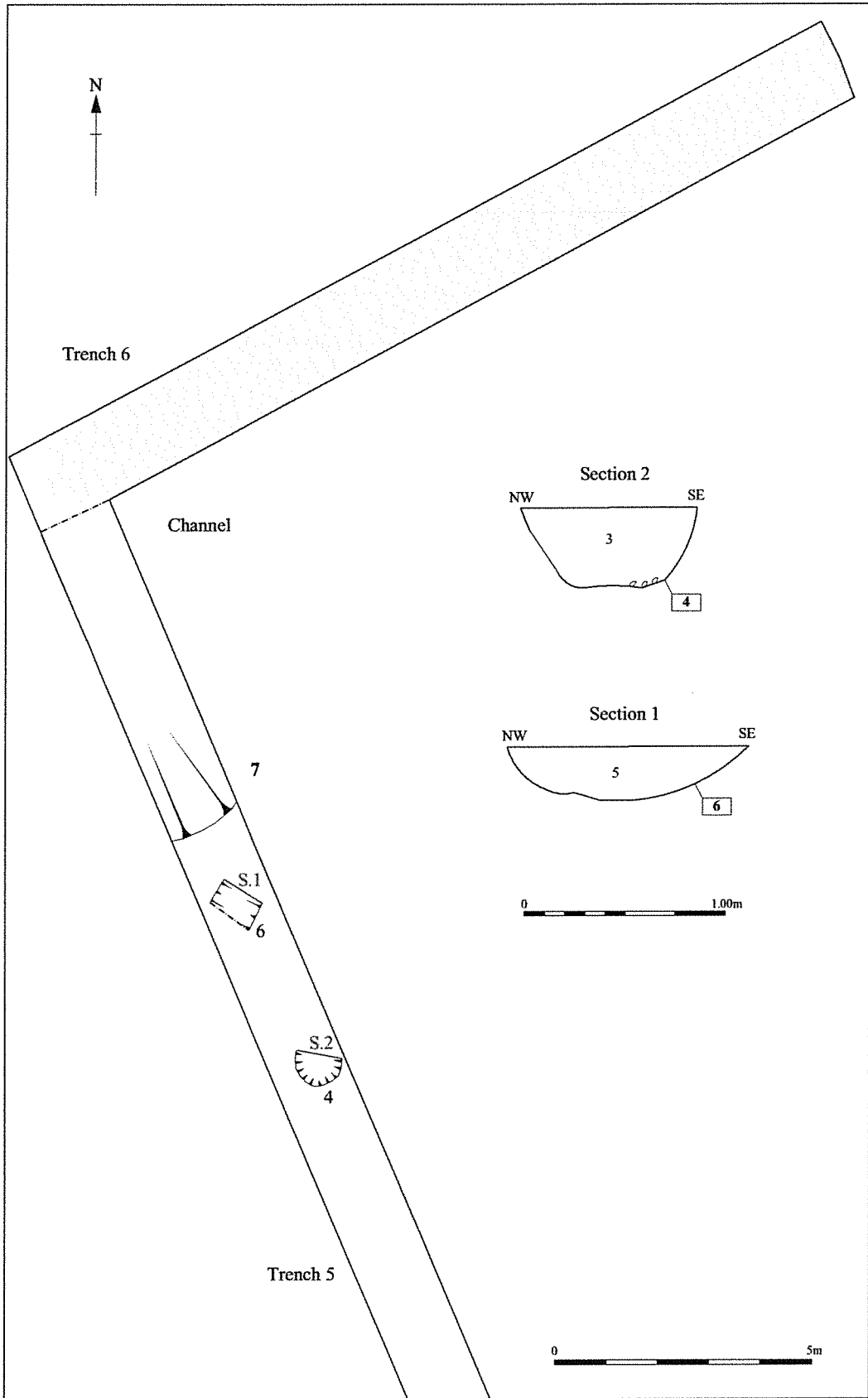


Figure 2 Plan of Trench 6 and Sections of Excavated Features

Trench 3 (Fig. 1)

Trench 3 was 20m long, aligned north-south. At the southern end of the trench the brick rubble (1.30m thick) overlay mid-brown silty sandy clay (0.30m thick). The sequence continued for a distance of 5m northwards, at which point extensive modern foundations were encountered. The foundations continued northwards for 10m. The depositional sequence at the northern end of the trench consisted of brick rubble (0.30m thick), over dark brown silty clay topsoil (0.20m thick), which in turn sealed mid-brown silty clay subsoil (0.60m thick). No archaeological features were identified in this trench.

Trench 4 (Fig. 1)

Trench 4 was 20m long, aligned west-east. At the western end tarmac (0.10m thick) overlay foundation material, brick rubble and gravel (0.35m thick). The foundation material overlay dark brown silty sandy clay topsoil (0.15m thick), which in turn sealed mid-brown silty sandy subsoil (0.15m thick). Removal of the subsoil revealed the natural gravel. No archaeological features were identified in this trench.

Trench 5 (Figs. 1 and 2)

Trench 5 was 25m long, aligned north-south. It contained a single pit 4, a ditch 6 and a channel, 7.

At the southern end of the trench the tarmac (0.10m thick) overlay foundation material consisting of brick rubble and gravel (0.20m thick). The foundation material overlay dark brown silty sandy clay topsoil (0.15m thick), which in turn sealed mid-brown silty sandy subsoil (0.15m thick). Removal of the subsoil at the southern end of the trench revealed natural gravel. The natural geology changed 14m north of the southern end of the trench, to sandy silts with occasional pockets of gravel. The sequence at the northern end of the trench consisted of tarmac (0.10m thick), overlying foundation material (0.23m thick) consisting of brick rubble and gravel. The foundation material overlay dark brown silty sandy clay topsoil (0.23m thick), which in turn sealed greenish grey clayey silt (0.84m thick).

Pit 4 (0.84m wide and 0.40m deep) was oval in plan with steep sides and a flat base. The only fill (3) brownish grey clayey silt with occasional flint inclusions, contained no artefactual material.

Ditch 6 (1.14m wide and 0.26m deep) aligned south-west—north-east, had moderately steep sides and concave base. Fill 5, greenish grey clayey silt with moderate flint inclusions, contained no artefactual material.

Natural channel 7, 0.84m deep, at the northern end of the trench had gradually sloping sides and a concave base. The channel contained greenish grey clayey

silt with moderate flint inclusions and a sherd of eighteenth century redware pottery.

Trench 6 (Figs. 1 and 2)

Trench 6 was 20m long, aligned west—east. It contained the natural channel, 7, which was noted in Trench 5 (above).

At the western end of the trench tarmac (0.10m thick) overlay foundation material consisting of brick rubble and gravel (0.35m thick). The foundation material overlay dark brown silty sandy clay topsoil (0.23m thick), which in turn sealed greenish grey clayey silt subsoil (0.84m thick). The sequence at the eastern end of the trench consisted of tarmac (0.10m thick), over foundation material (0.30m thick). The foundation material overlay dark brown silty sandy clay topsoil (0.21m thick), which in turn sealed greenish grey clayey silt subsoil (0.45m thick).

6. CONCLUSIONS

The aim of the evaluation was to highlight the potential for preservation of the archaeological remains on the subject site and to identify the nature of any remains that may be affected by the proposed development.

The area investigated by trenches 1, 2 and 3 contained evidence of agricultural (Trench 2). The reason for the limited number of archaeological features has to be attributed to the extensive disturbance caused by modern construction.

The second area located to the east of the former garage was investigated through the excavation of trenches 4, 5 and 6. Trench 4 revealed no archaeological features. Trench 5 contained pit 4, ditch 6, and a natural channel 7. Pit 4, produced no artefactual evidence, the fill was leached suggesting a prehistoric date for its excavation. The nature of the deposit identified in pit 4 is very similar to the fill in ditch 11 excavated during the first phase of the evaluation (Hatton 2000). This suggests that possible prehistoric activity was taking place in the area. However, the density of prehistoric activity and function of the features identified could not be identified. This was largely due to the degree of truncation across the site from at least the eighteenth century onwards.

A single ditch 6 was also identified which sloped down towards a large natural channel 7 which in turn followed the natural inclination of the land towards the river, 1.5km to the north.

Similarities in the fills in 6 and 7 suggests that they were drainage channels taking water and possibly cess away from occupation along the route of the present Oundle Road.

ACKNOWLEDGEMENTS

The author would like to thank Jelson Ltd who commissioned and funded the archaeological work. Thanks are also due to Crane Begg, who prepared the illustrations and Judith Roberts for managing the project.

Ben Robinson, (Peterborough City Council Archaeological Office), visited the site and monitored the evaluation.

BIBLIOGRAPHY

Hatton, A. 2000. *Prehistoric and Post-Medieval Remains at Marshall's Garage, Peterborough: An Archaeological Evaluation*. Cambridgeshire County Council Archaeological Field Unit, Report No A166

Drawing Conventions

Sections

Limit of Excavation	-----
Cut	_____
Cut - Conjectured	-----
Soil Horizon	-----
Soil Horizon - Conjectured	-----
Intrusion/Truncation	-----
Top of Natural	_____
Top Surface	_____
Break in Section	-----
Cut Number	118
Deposit Number	117
Ordinance Datum	$\frac{18.45\text{m}}{\times}$ ODN

Plans

Limit of Excavation	_____
Deposit - Conjectured	-----
Natural Features	-----
Intrusion/Truncation	-----
Sondages/Machine Strip	-----
Illustrated Section	_____ S.14
Deposit	<input type="checkbox"/>
Excavated Slot	<input type="checkbox"/>
Cut Number	118



**Cambridgeshire
County Council**

Education, Libraries
and Heritage

The Archaeological Field Unit
Fulbourn Community Centre
Haggis Gap
Fulbourn
Cambridge CB1 5HD
Tel: (01223) 881614
Fax: (01223) 880940