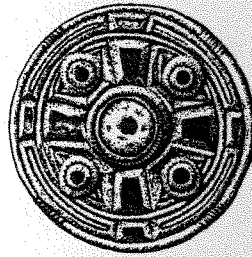


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Archaeological Field Unit

An Archaeological Evaluation at Crawthorne Road,
Peterborough, TL1954/9932

S. Bray

1998

Cambridgeshire County Council

Report No. B039

Commissioned By Baxter & King Ltd.

**An Archaeological Evaluation at Crawthorne Road, Peterborough
TL1954/9932**

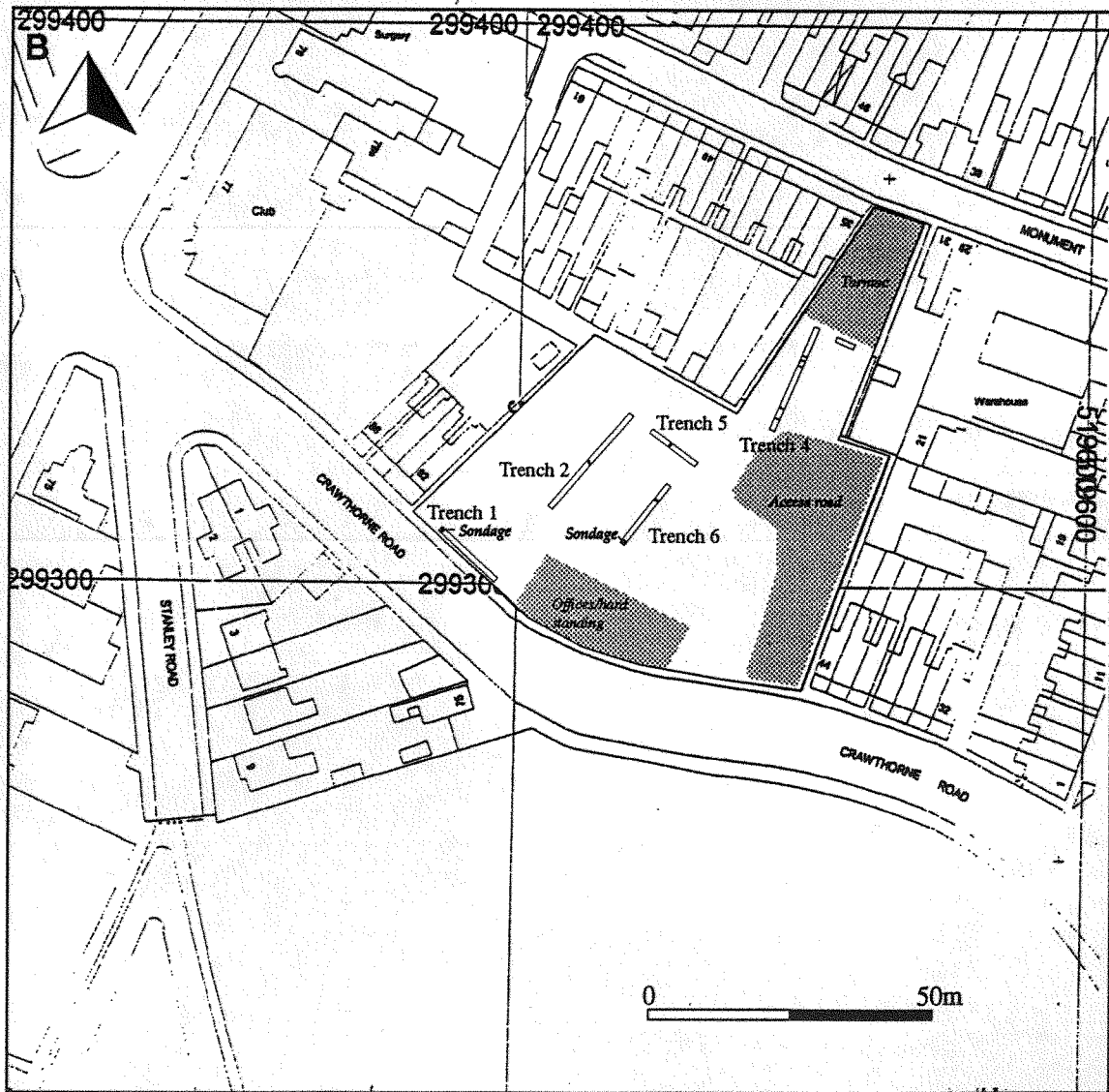
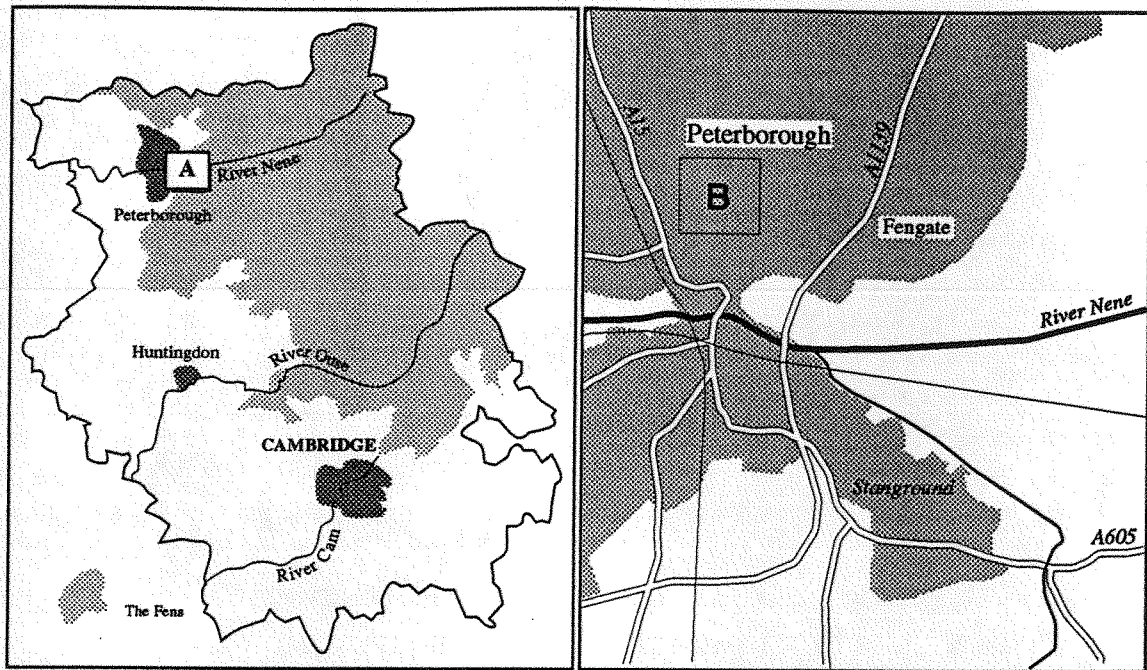
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Illustrator: J. Cane

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Cambridgeshire County Council
Fulbourn Community Centre
Haggis Gap, Fulbourn
Cambridgeshire CB1 5HD
Tel (01223) 881614
Fax (01223) 880946



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Figure 1 *Location Plan*

SUMMARY

On the 29th September 1998 the Archaeological Field Unit of Cambridgeshire County Council carried out an archaeological evaluation on 0.4 hectare of land next to Crawthorne Road, Peterborough.

The work revealed no archaeological activity on the site other than that relating to the 20 century development of the site as a Shell petrol station, and later use as a carpark. It was evident that the entire site had been levelled to the natural geology, and between 0.3m and 0.5m of hard-core laid down.

1 INTRODUCTION

On the 29th September 1998 the Archaeological Field Unit of Cambridgeshire County Council carried out an archaeological evaluation on 0.4 hectare of land next to Crawthorne Road, Peterborough (*Figure 1*; TL1954/9932).

The proposed development consisted of the construction of sheltered housing. The work was commissioned by the developers, Baxter & King Ltd.

2 TOPOGRAPHY AND GEOLOGY

The site of the sheltered housing development is located between two residential properties, 44 and 84, on Crawthorne Road, Peterborough.

The geology of the area consists of second terrace deposits overlying clay.

3 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

Crawthorne road follows the perimeter of a medieval deer park that was controlled by Peterborough Abbey and survived into the 16th century. Deer park boundaries frequently comprise banks, ditches or fences and it was thought possible that the remnants of such a boundary could well have survived on the subject site.

The site lies to the North of the medieval core of Peterborough but isolated buildings dating to this period could well have been found in the area surrounding the deer park.

Additionally, Peterborough's SMR shows Prehistoric and Roman finds noted in the close vicinity (PCC SMR nos. 1600, 1596, and 3898). An Anglo-Saxon spearhead found along neighbouring Eastfield Road (PCC SMR no. 1431) could suggest the presence of an Anglo-Saxon cemetery in the area. The 1886 Ordnance Survey map shows a shoe factory on the site (*Figure 2*).

Recently used as a petrol station and lastly as a car-park the site may have been heavily truncated. The area under evaluation was found to be covered by a layer of hard-core.

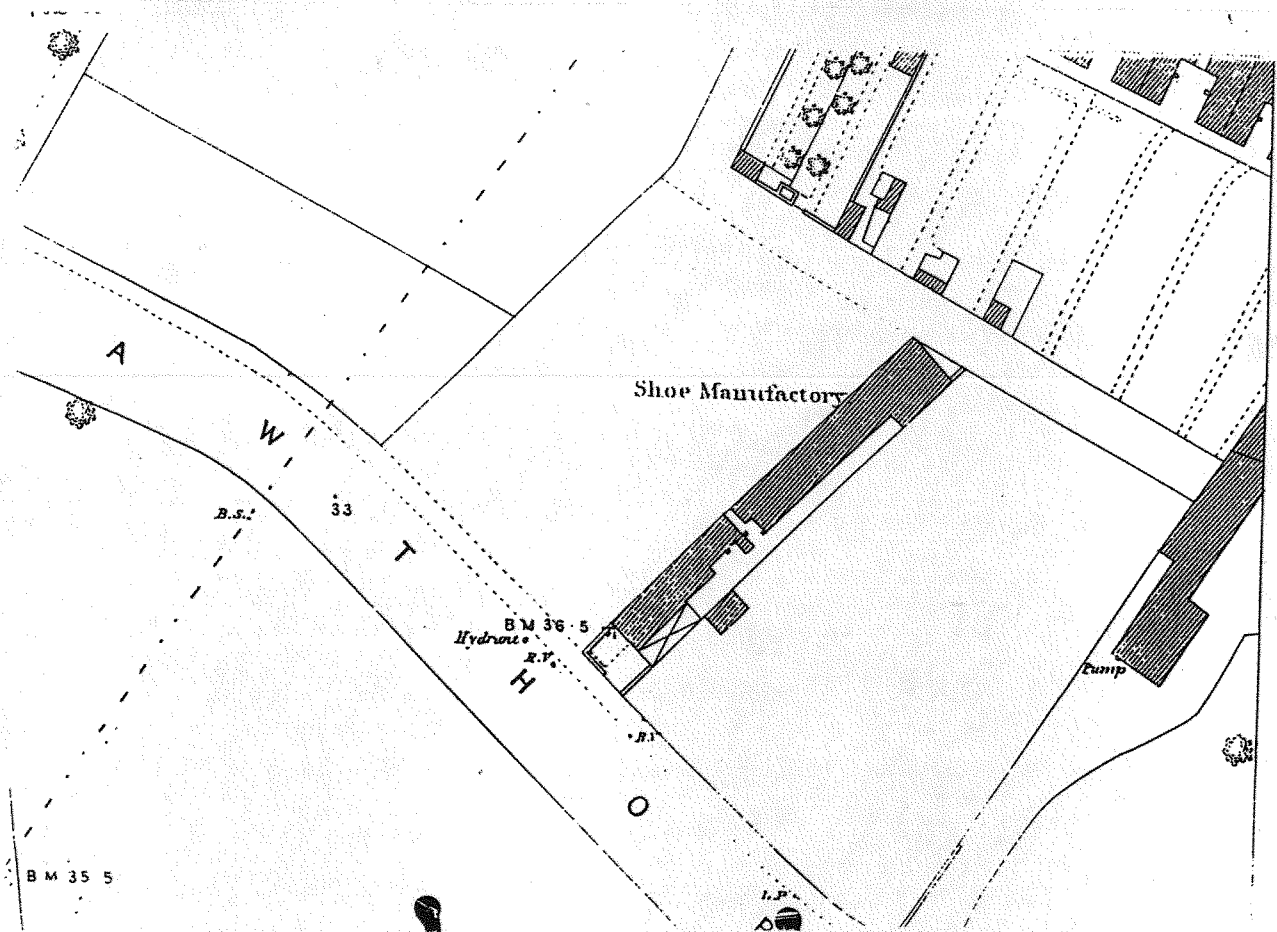


Figure 2 1886 Ordnance Survey Map showing Shoe Factory on site

4 METHODOLOGY

The Peterborough City Council Sites and Monuments Record, and other maps and documents held by Peterborough City Museum and Library were consulted as part of the documentary research for the project. Following this a total of 82m of linear trenching was excavated within the development area to provide a 3% sample of the site (*Figure 1*). Six separate trenches were opened using a JCB-type wheeled excavator with a 1.6m wide toothless ditching bucket. The eastern side of the site was unavailable for trenching due to the location of site offices, spoil-heaps, and site access road.

Trench 1 was positioned along the street frontage of Crawthorne Road to investigate whether there was any surviving activity relating to the medieval deer park, or the development of the medieval street frontage.

The remaining trenches were positioned across the site to provide spatial coverage, trenching was not possible on the eastern side of the site because of the location of an access road (*Figure 1*).

No archaeological features were found, other than the foundations of brick built buildings relating to recent use of the site as a petrol station. Trenches were located to the surrounding property boundaries with tapes.

5 RESULTS

Trench 1 was 12.5m long and 1.6m wide and machined to a depth of 0.45m. No archaeological features were recorded in the trench. The natural geology was a compact yellow stony clay. This was overlaid by modern rubble to a depth of 0.45m.

Trench 2 was 22m long and 1.6m wide and machined to a depth of 0.40m. The natural geology was found to be second terrace deposits overlaid by 0.45m of modern rubble. At the southern end of the trench there was a large square cut pit, >4m x >1.4m, filled by a loose grey silty clay with frequent brick, concrete, plastic fragments and refuse. This feature may represent the former location of the petrol storage tanks.

Trench 3 was 4m long and 1.6m wide and machined to a depth of 0.45m. The natural geology was found to be second terrace river deposits overlaid by black silty clay, 0.3m deep with a few charcoal flecks and a strong chemical smell possibly indicating contamination. This was overlaid by 0.45m of modern rubble. No features were found.

Trench 4 was 20m long and 1.6m wide and machined to a depth of 0.7m. The natural geology was found to be second terrace river deposits overlaid by modern rubble, 0.6m deep. No archaeological features were found other than the foundations of three 20th century, brick built structures possibly relating to the sites use as a petrol station. A single modern ceramic drain was also found.

Trench 5 was 10m long and 1.6m wide and machined to a depth of 0.40m. The natural geology was found to be second terrace river deposits overlaid by modern rubble, 0.4m deep. The foundations of a single modern brick built structure were found at the eastern end of the trench. No archaeological features were found.

Trench 6 was 13.5m long and 1.6m wide and machined to a depth of 0.40m. The natural geology was found to be second terrace river deposits overlaid by 0.4m of modern rubble. The foundations of a single, modern brick wall were recorded at the northern end of the trench. A sondage excavated at the southern end of the trench found clay beneath the second terrace deposits.

6 DISCUSSION

No archaeological evidence was found relating to the shoe factory, medieval deer park or any earlier activity. This can perhaps be explained by the site's recent usage as a petrol station and lastly as a carpark, both of which caused extensive truncation of the site and deposition of rubble causing the destruction of any earlier remains. The site may have previously contained archaeological remains consistent with the surrounding rich archaeological landscape.

7 ACKNOWLEDGEMENTS

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8 BIBLIOGRAPHY

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Peterborough City Council, Sites and Monuments Record



Cambridgeshire
County Council
Archaeology

The Archaeological Field Unit
Fulbourn Community Centre
Haggis Gap
Fulbourn
Cambridge CB1 5HD
Tel (01223) 881614
Fax (01223) 880946