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

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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

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Position: Assistant Supervisor
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Checked by: Stephen Macaulay
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Date: 06/04/2014
Signed:

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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 if 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

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APPENDIX B. OASIS REPORT FORM

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**Type of Project/Techniques Used**

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**Please select all techniques used:**

- [ ] Aerial Photography - interpretation
- [ ] Aerial Photography - new
- [ ] Annotated Sketch
- [ ] Augering
- [ ] Dendrochronological Survey
- [ ] Documentary Search
- [ ] Environmental Sampling
- [ ] Fieldwalking
- [ ] Geophysical Survey
- [ ] Grab-Sampling
- [ ] Gravity-Core
- [ ] Laser Scanning
- [ ] Measured Survey
- [ ] Metal Detectors
- [ ] Phosphate Survey
- [ ] Photogrammetric Survey
- [ ] Photographic Survey
- [ ] Rectified Photography
- [ ] Remote Operated Vehicle Survey
- [ ] Sample Trenches
- [ ] Survey/Recording Of Fabric/Structure
- [ ] Targeted Trenches
- [ ] Test Pits
- [ ] Topographic Survey
- [ ] Vibro-core
- [ ] Visual Inspection (Initial Site Visit)

**Monument Types/Significant Finds & Their Periods**

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### Digital Media

- Database
- GIS
- Geophysics
- Images
- Illustrations
- Moving Image
- Spreadsheets
- Survey
- Text
- Virtual Reality

### Paper Media

- Aerial Photos
- Context Sheet
- Correspondence
- Diary
- Drawing
- Manuscript
- Map
- Matrices
- Microfilm
- Misc.
- Research/Notes
- Photos
- Plans
- Report
- Sections
- Survey
Figure 1: Site location map and pipeline location
Plate 1: Section showing build up of modern material