

## **Arrington Bridge Report**

In October 2014 Archaeology RheeSearch Group carried out magnetometry and resistivity surveys on this site.

**Members participating:** Pat Davies, Brian Bridgland, Jane Frost, Liz Livingstone, Ian Sanderson, Gill Shapland, Maureen Storey and Tony Storey.

**Site liaison:** Simon Damant.

**Site conditions:** Harrowed plough.

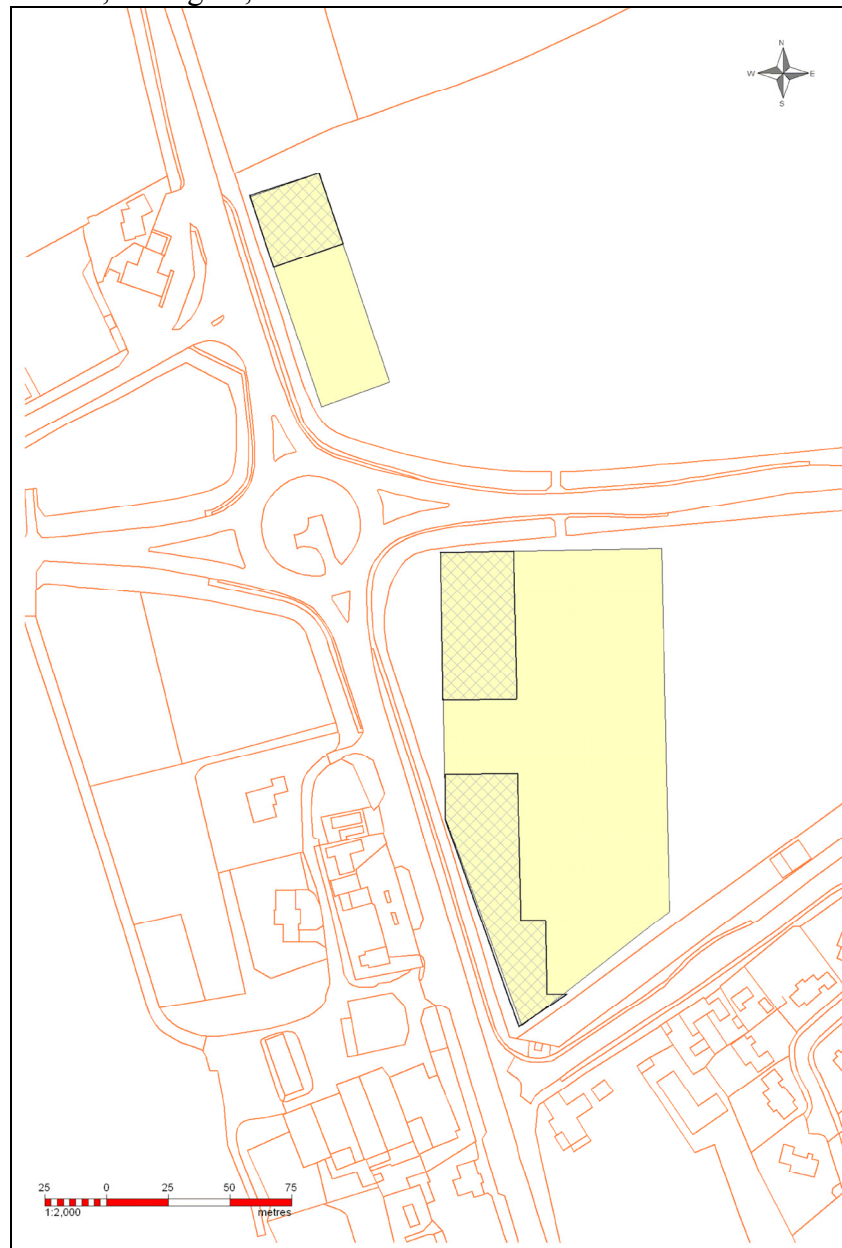
**Equipment:** Bartington 601 gradiometer; TRCIA 50 cm twin probe.

Magnetometry readings: 8/m, 1 m separation.

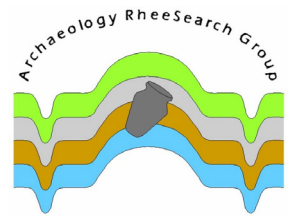
Resistivity readings: 1 m interval, 1 m separation.

Raw data are available as separate appendices.

**Location:** TL333488, Arrington, Cambs.



**Location plan: Survey areas**  
(resistivity survey areas hatched, magnetometry areas solid)



**Purpose of survey:** The purpose of this survey was to determine if any subsurface features could be detected.

**Site topography:**

The S site comprised a virtually level triangular field, bounded on the N by a hedge and ditch abutting the A603 road, and on the W by a hedge abutting Ermine Street, the A1198 road.

The SE side was hedge and ditch abutting the old course of the A603 road.

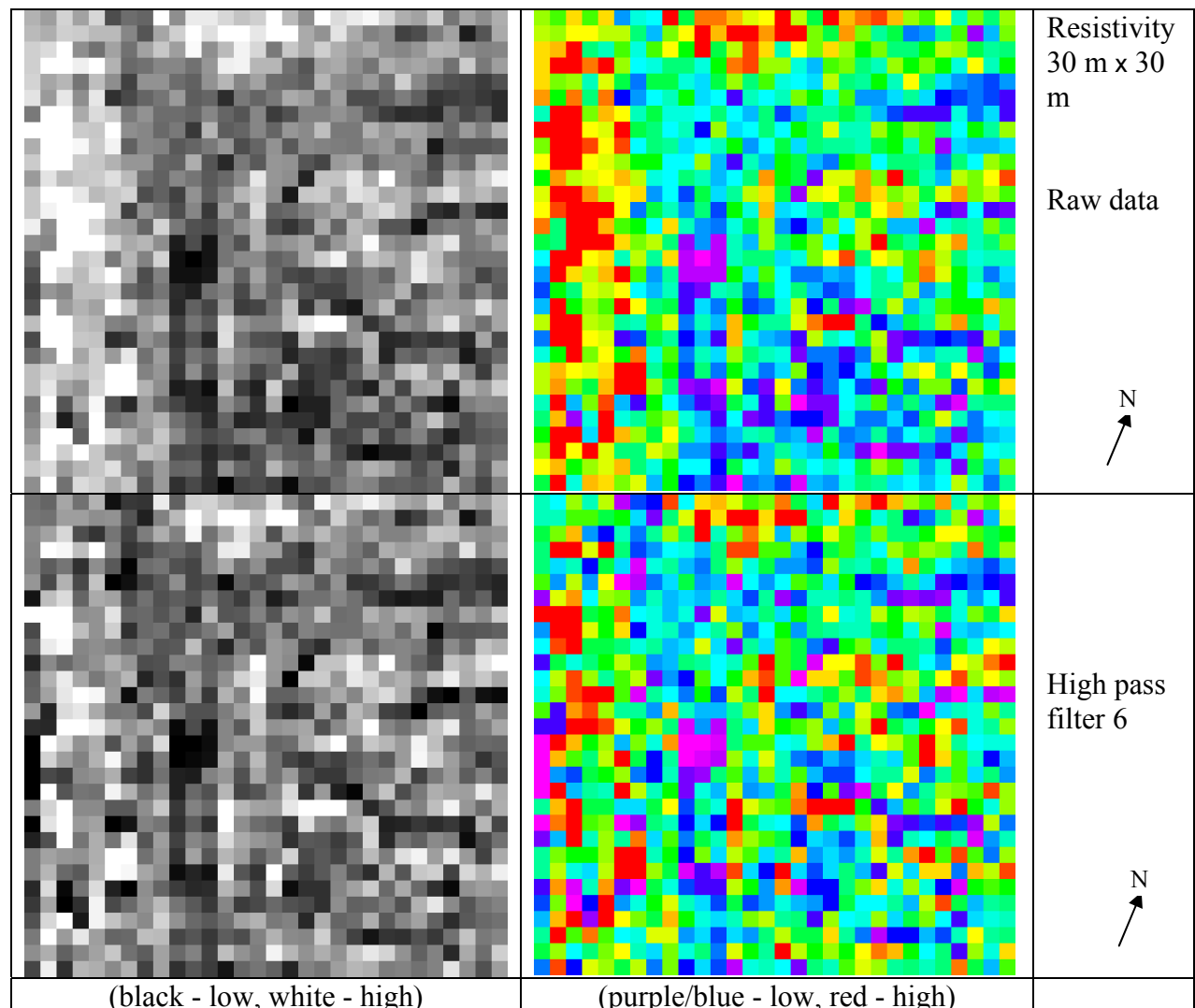
The N site was almost level and was bounded on the N by a ditch and on the W by Ermine Street.

The Arrington Bridge roundabout was between and slightly to the W of the survey sites.

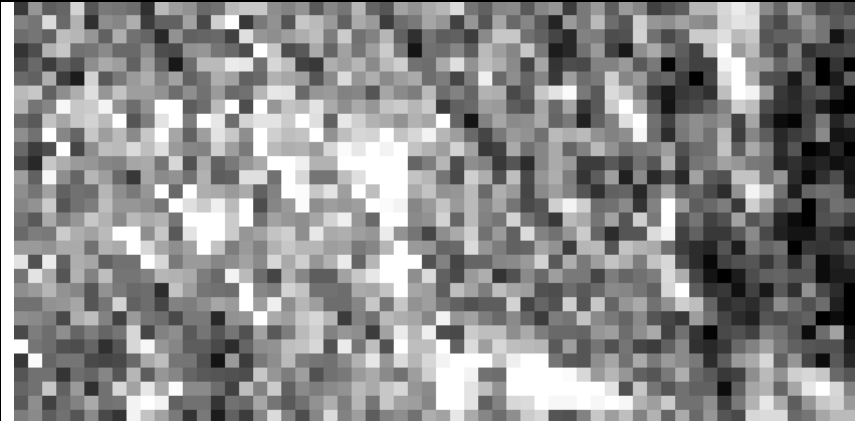
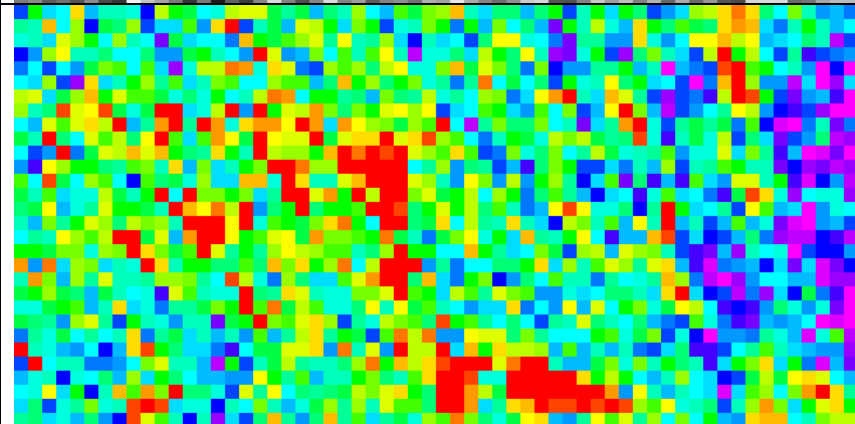
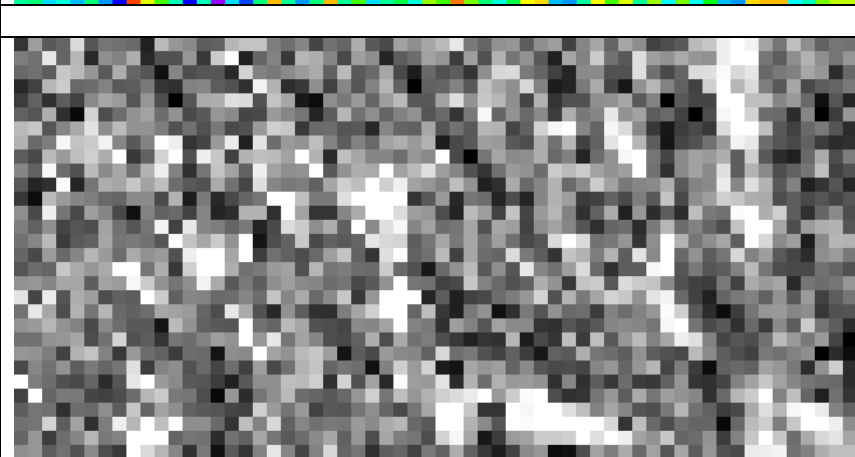
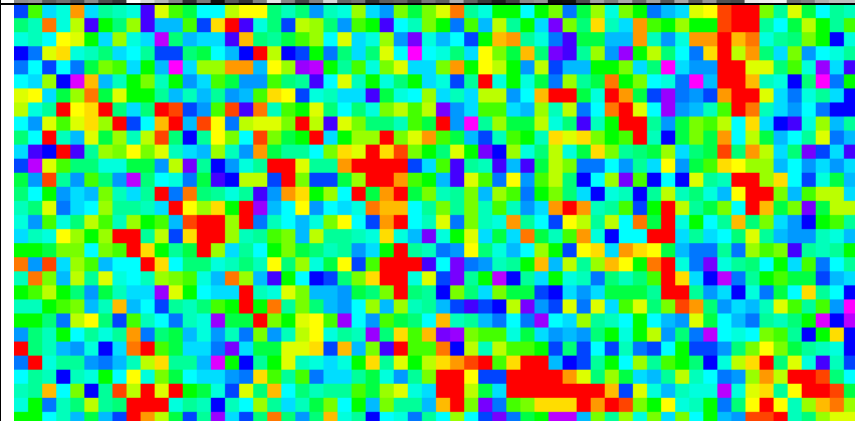
**Results:**

*The images in this section are orientated for presentation. The images are not to a common scale.*

**Resistivity northern survey**



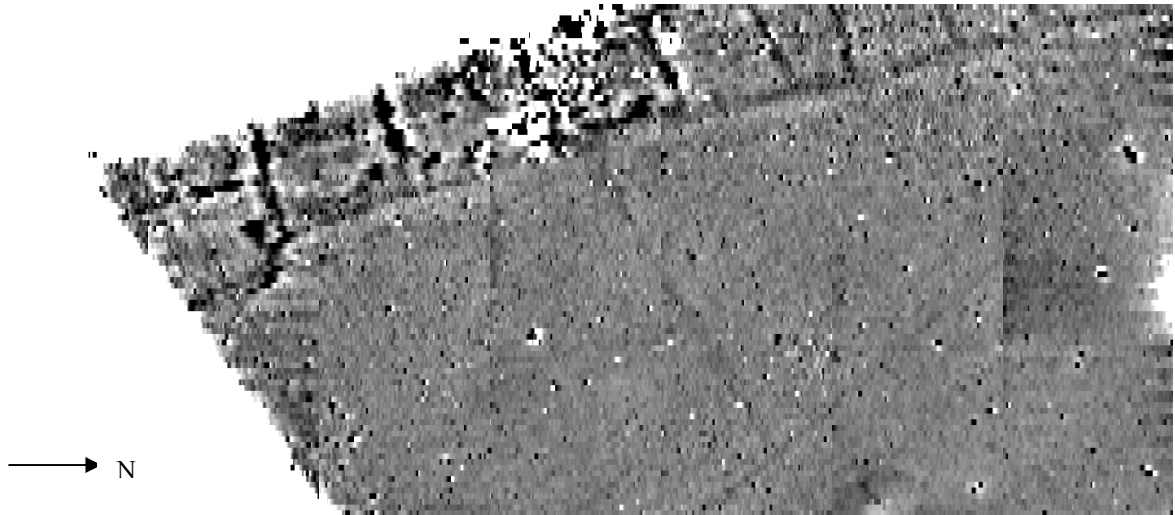
# Resistivity central survey

	<p>Resistivity 30 m x 60 m</p> <p>Raw data</p> <p>(black - low, white - high)</p> <p>→ N</p>
	<p>Resistivity 30 m x 60 m</p> <p>Raw data</p> <p>(purple/blue - low, red - high)</p> <p>→ N</p>
	<p>Resistivity 30 m x 60 m</p> <p>High pass filter 6</p> <p>(black - low, white - high)</p> <p>→ N</p>
	<p>Resistivity 30 m x 60 m</p> <p>High pass filter 6</p> <p>(purple/blue - low, red - high)</p> <p>→ N</p>

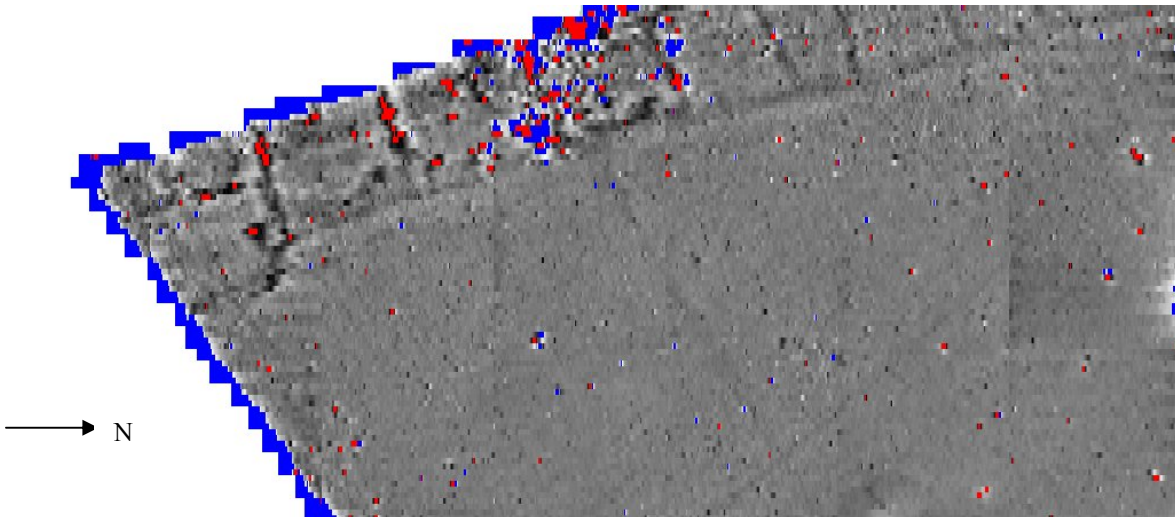
# Resistivity southern survey



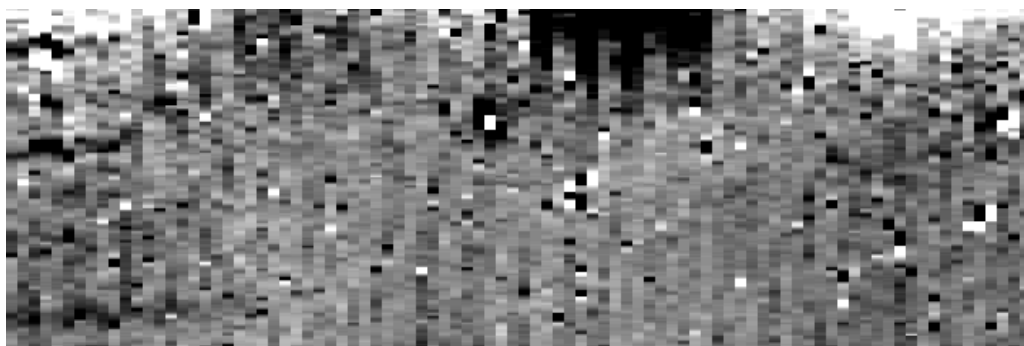
	<p>Resistivity 48 m x 102 m</p> <p>Raw data</p> <p>(black - low, white - high)</p> <p>—————→ N</p>
	<p>Resistivity 48 m x 102 m</p> <p>Raw data</p> <p>(purple/blue - low, red - high)</p> <p>—————→ N</p>
	<p>Resistivity 48 m x 102 m</p> <p>High pass filter 7</p> <p>(black - low, white - high)</p> <p>—————→ N</p>
	<p>Resistivity 48 m x 102 m</p> <p>High pass filter 7</p> <p>(purple/blue - low, red - high)</p> <p>—————→ N</p>



Magnetometry 90 m x 190 m range +4 to -4 nT

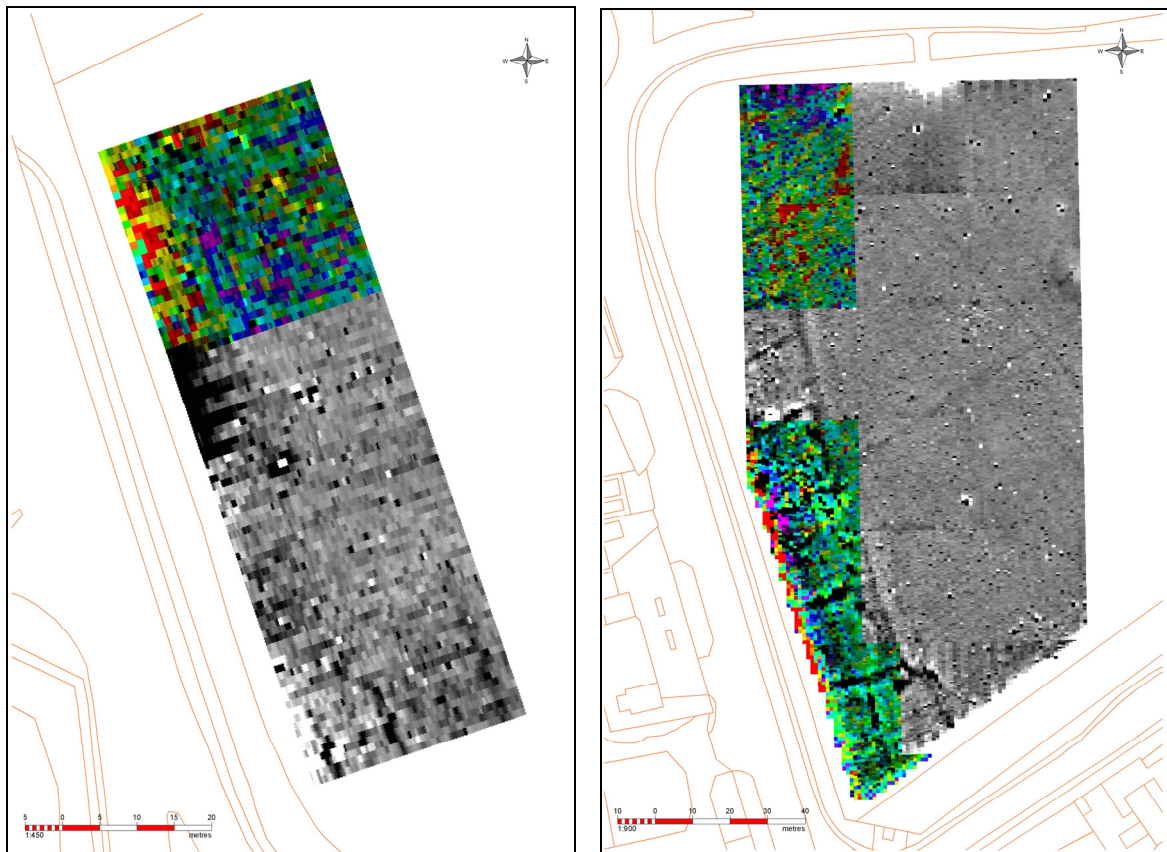


Magnetometry 90 m x 190 m range +15 to -15 nT showing the extreme values in red (high) and blue (low)



Magnetometry 30 m x 90 m range +3 to -3 nT

→ N



Superimposition of resistivity and magnetometry results

### Discussion:

The principal feature in the magnetometry results is a roadside ladder settlement pattern clearly visible in the S field, with the suggestion of a final segment in the N field. The concentration of extreme values in one of the segments of the ladder is suggestive of metal working in that area. There is also an indication of a track heading from that segment to the NE which aligns with the present road through Wimpole village. The resistivity results in the S survey area are dominated by a line of high responses along the roadside edge. It is likely that this is due to moisture uptake from the adjacent hedge. There are two lines of low values in the S area resistivity survey, one running parallel to the road line and one running to the NNE. The latter is not coincident with the NE trackway shown in the magnetometry results. The low value resistivity feature parallel to the road is about half way towards the E side of the ladder development shown in the magnetometry and aligns with a line shown only in the S most segment of the ladder.

The central resistivity area has some high value responses that closely follow the E boundary of the ladder feature, ending with a rectilinear block of high resistance values in the middle of this survey area. Two further blocks of high resistance values occur on the E side of this survey. There is little to distinguish these high resistance responses in the magnetometry results, but the general rectilinear form of these block could reflect building foundations.

The surveys in the area north of the A603 contained little of interest apart from three short linear responses at the S end of the magnetometry and a low resistance line about 10 m from and parallel to the field edge. The linear response in the magnetometry furthest to the E aligns

with the E boundary of the ladder settlement seen in the survey S of the road. The low resistance line is similar to one shown in the southern most resistivity survey.



Report by Dr I Sanderson for Archaeology RheeSearch