

## **The Hunt for Roman Bawtry Desktop Review Stage One - Roads.**

### **Stage One Desktop Research Summary - Roads**

The hunt is about expanding our understanding beyond that captured in the BHG's 2023 research papers. Our hunt is seeking answers to questions like; was there a settlement, or was the area just a thoroughfare? Is there a shrine on the west side of the Idle or is it a temple? The true story of the fort east of Bawtry near Scaftworth?

As part of the hunt this detailed appraisal focusses on recorded information appertaining to Roman roads using the following written sources.

- The Heritage Gateway for South Yorkshire
- The Roman Roads Association Website
- Archaeological Data Service
- BHG papers between 2021-2023.

Organisations that have provided advice and additional information when requested.

- The South Yorkshire Archaeological Service
- The Roman Roads Association.

Detailed research notes follow this summary accompanied by images to help visualise and explain.

The desktop process involved a review phase followed by an adjudication phase, before arriving at conclusions, or suggestions for further exploration. Those conclusions and suggestions are presented below.

- A. Roman road from the south through central Bawtry encompassing the Great North Road and Top Street is very unlikely.
- B. The Heritage Gateway, South Yorkshire SMR provided a credible fixed point identifying where RR28a left modern Bawtry in the north.
- C. The Heritage Gateway provided credible information that provides us with more accurate dating of land features, between Bawtry and Rossington Fort. These have previously been attributed to a time spanning, Iron Age-Roman British i.e. 800 BCE to 410 AD. This has now been brought into question with the potential for many if not all of these features being pre 43 AD.
- D. Application of LDA principles to the layout of RR28a has presented a solid foundation for plotting the road from the high ground east of the Idle all the way to Rossington Fort.
- E. Application of the principles alluded to at D has supported an opportunity to plot the roads trajectory through the northeastern corner of the town. This until now has been based on speculation. This work has provided an academic foundation for credible conclusions.
- F. There is nothing to indicate that the roads RR28a and RR282x are anything more than roads to elsewhere. No indicators of a Roman period settlement at

Bawtry emerged during this desktop stage.

Other observations regarding additional work/activity include.

- A. Further desktop research should take place in respect of the comments at C above, to test the extent the conclusion has credibility. Stage Two will offer this opportunity.
- B. The merits of more intrusive exploration in the areas highlighted in image eight will require consideration.
- C. Consideration for exploring the raised ground west of the Idle depicted in image six with the use of metal detecting equipment might be worthy of consideration; given that we expect the road to have traversed that ground before reaching the area of the railway embankment.

M P Maguire  
15.6.2024

**Desktop Research Notes, rationale and conclusion in the left column. Review and adjudication in the right hand column.**

INITIAL FINDINGS AND CONCLUSIONS	REVIEW COMMENTS, OBS and ADDITIONAL POINTS
<p>Unsurprisingly roads provide a major platform from which to build a clear picture of the man made environment as it developed around Bawtry during the period of the Roman occupation. BHG research culminating in the publication of two Roman period papers in 2023 effectively corralled the most up to date information, relating to what, are currently, the accepted facts about the Roman road infrastructure in the area between 43 AD to 410 AD.</p> <p>The purpose of this desktop stage in our Hunt for Roman Bawtry is to further examine the detail out there as part of our overall aim to take the understanding of the Bawtry area during the Roman period beyond what has been achieved through BHG work, between 2021 and the publication of the papers in the summer of 2023.</p> <p>Work reported on by the Roman Roads Research Association (RRRA) in June 2021 effectively dismissed the long espoused position that there was a road from due south that entered what would eventually be the environs of Bawtry; following a trajectory closely aligned with that of the Great North Road, encompassing Top Street, and leaving the modern town environment via the current A638. The confirmation of the existence of RR282(x) by the RRRA on a south/north trajectory approximately 2 kilometres to the west of modern Bawtry, dissecting modern Harworth and Bircotes, on its way to Rossington fort is considered to have settled the road from the south debate; their conclusion being that no such road ever existed within what is now the modern town centre. The well established understanding of RR28a entering modern Bawtry west of the river Idle and well north of the A631 Gainsborough road reinforces this conclusion and forces us to consider what, if any, significance the southern end of Bawtry has to offer in taking our understanding of the area during this period further?</p> <p><b>During the adjudication phase see, right hand column, it became clear that too definitive a conclusion about a Roman road from the South might be a difficult position for the full BHG to endorse. This was strongly voiced by D Kirkham who acted as a critical review for this work during the adjudication phase. His email correspondence 6/6/24 presented below was sufficient rationale for</b></p>	<p><b>Generic Email from David Kirkham. Desktop Stage Two review. 3/6/24</b></p> <p>Some very detailed stuff here, especially about the alignment of RR28a. I acknowledge the possible significance of the Roman surveying methodology &amp; of how it may have determined the road's trajectory but I feel the RRA's analysis is conjectural &amp; should not be accepted as <u>necessarily</u> correct. in the absence of archaeological evidence.</p> <p>Your rejection of a road entering Bawtry from the south is absolute - which is problematic for me. I think it is right to say that there is no archaeological evidence to support such a road, but we should recognise the tradition is very strong. Earthworks of Roman date were mostly destroyed after the late 18th century by much more intensive agriculture &amp; urban development. We know some antiquaries' accounts have been vindicated in modern times - witness Scaftworth &amp; the adjacent stretch of road. Extensive landscaping at Bawtry Hall could well have concealed significant earthworks, &amp; the mysterious south-north "ha-ha" portrayed in 1893 could be significant. Top Street has never been excavated. Please understand I am not saying there was a road from the south - simply that we cannot say there</p>

**us to amend our definitive conclusion and present a position that took a road from the south is “very unlikely”.**

Rationale for the above centres on the following summary of D Kirkhams submission 6/6/24

- It had been thought that the major Roman road from the south entered at the south of Bawtry, going through the grounds of Bawtry Hall, emerging along the line of Top Street, & joining the main road north. Modern historians/archaeologists frequently referred to this, but none offered any evidence.
- The discovery of the western branch of Ermine St (RR28a) just north of the fort at Scaftworth, running north west through what is now Bawtry (probably close to Queen's Crescent) critically undermines such a theory
- There is no archaeological evidence to support the theory - although it should be acknowledged there has been no archaeological investigation of the relevant areas. Such investigation would be welcomed, but is most unlikely to take place.
- Therefore, it is very unlikely that a major Roman road enters Bawtry from the south.

Additional to this rationale we should perhaps reinforce that the confirmed existence of RR282x in 2022 is further strong circumstantial evidence for our conclusion.

Analysis of RR282x and RR28a, reveals that it was highly likely both highways were in operation at the same time. It is already reported that RR28a was utilised from its first incarnation around 71 AD until the occupiers left Britannia. RR282x was constructed around 50AD, however, it is less certain when it ceased to be utilised. Both of these highways, it is strongly argued, supported the conquerors' imperative to subdue the north, which became a priority in the final quarter of the first century. As a result it is not surprising to find a busy and complex Roman road lay out in and around the Rossington fort some 6 kilometres north of what would become modern Bawtry.

Image one presents an aerial view of the modern landscape with both roads superimposed, RR28a (red/yellow) and RR282x (purple). Marker one depicts the location of the Rossington fort which we know was active during the first century. Both roads converge on that location having cut through or skimmed by the area that became Bawtry.

definitely wasn't. In this context we should bear in mind that we're talking about a 350 year time span, during which roads may have come & gone, with different iterations of individual ones. Further, we should bear in mind there is no archaeological evidence for 28a between the Idle crossing and what is now the Great North Road.

A general point about the Google earth images. I presume they're screenshots? The definition is not good & I don't think they do justice to your research. OS maps, which can be downloaded, would be clearer. I do acknowledge, however, that the addition of a google earth image will be very valuable sometimes.

A word of caution about the accuracy of Heritage Gateway records. I've seen a few before that I've puzzled over. I looked in detail at HER 01843/01 (your "Item 7"), at grid ref SK644947, which purports to describe an iron age or Romano-British enclosure. It refers to Peck's report of finds of Roman coins & pottery; also referenced by Magilton. The location reported is actually Martin Grange Cottage, not the moated enclosure which is at SK629943 - i.e. 1.5 k to the west. As stated, the HER describes the earthwork as iron age or Roman - but Historic England says it's medieval. Some of these records are clearly not reliable.

Other observations made in David's Review

Additional comment about the road from the south.

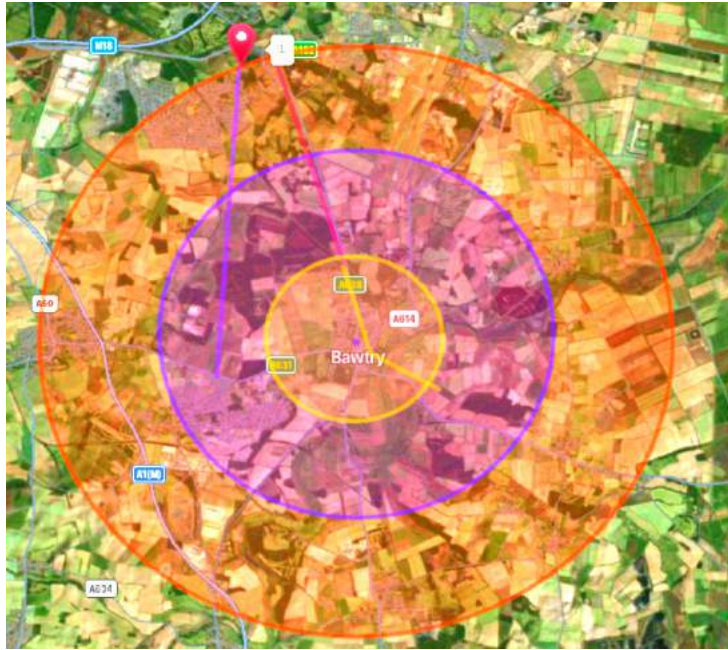


Image One.

The coloured circles emanating from the centre of Bawtry represent a challenge; that being, the defining of an acceptable distance were one might claim that any Roman influenced find or activity could be legitimately linked to the development of Bawtry today.

The BHG committee at its meeting 26/3/24 considered this question and concluded that although discoveries captured within the orange and purple zones, 6.1 and 3.7 kilometres respectively, might well contribute to our understanding of the area of interest, they are most likely to be peripheral influences. However, discoveries within the immediate vicinity of Bawtry captured by the yellow zone, 1.7 kilometres in diameter, would represent a direct claim and tangible heritage link.

### NEW CONSIDERATIONS

Heritage Gateway South Yorkshire, SMR reference HER 03106/01 (see Reference Library, item one), presents an intriguing line of enquiry in the endeavour to provide additional precision on the trajectory of RR28a through the northeastern corner of Bawtry and in particular the point at which we might claim it leaves the modern town boundary. This with some certainty has been identified by Berg et al and Van de Noort in 1986 and 1997 respectively; at the point in the east when the road entered the town's modern environment having crossed the river Idle. To secure similar precision regarding an exit point in the north would be new ground and potentially assist in applying an enhanced accuracy regarding the route the road would have taken through

I feel this is much too strong. There is no archaeological evidence for a road running from immediately south of Bawtry through Bawtry Hall grounds & along Top Street – but that doesn't mean it didn't exist. Very doubtful such a road would be detectable by LIDAR – too developed now. A raised earthwork running south-north through the grounds of Bawtry Hall, following the parish boundary, is referred to in DMBC's 2019 Archaeological Scoping Assessment for Doncaster Local Plan. It is suggested it may be a ha-ha – but I have never found any reference to deer or any other grazing livestock being kept in the grounds. Parish boundaries often followed ancient roads & trackways.



what is now a heavily built up area.

The quoted Gateway record centred on Iron Age or Romano-British Field Systems at grid reference SK 647952. The narrative being, "Field boundaries at an angle to the Great North Road appear to be cut by the Roman Road. It is possible the field systems are Iron Age".



Image two.

The significance of this specific Gateway entry, which is marked on image two just southwest of Bawtry Caravans is twofold.

1. The Roman Road can only be 28a. The strength of the entry confirms evidence of the road at that point, less than 2 kilometres from Bawtry's town centre, exiting today's modern boundary.
2. The implication that the human activity creating the field systems on the edge of modern Bawtry was pre the Roman conquest rather than action because of the Roman presence.

Enquiries with both South Yorkshire Archaeology Service (SYAS) and RRRA helped to clarify the robustness of the HG entry. Mike Hakan from the RRRA provided considerable clarity supported by the Roberts and Berg 2010 publication Understanding the Cropmark Landscape of the Magnesian Limestone; in particular fig 90 labelled 8.4 from that report (see image three).

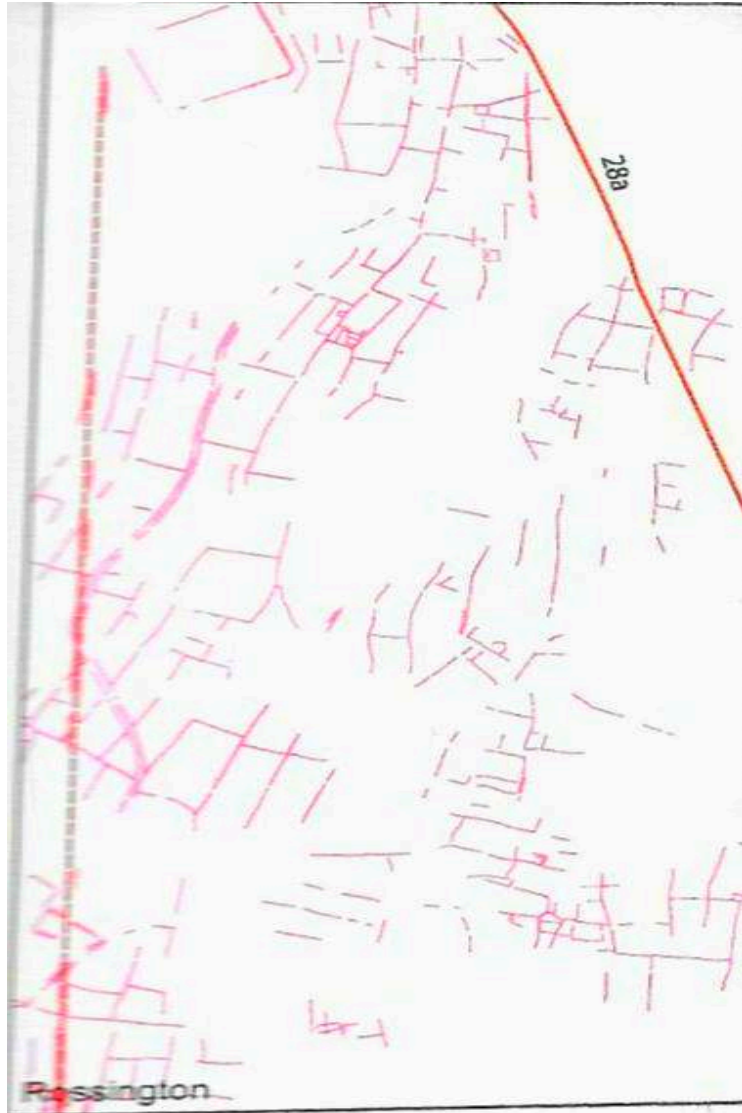


Image three

The image is taken from aerial surveys as part of the 2010 work. This not only provides imagery supporting the Gateway entry which refers only to one Roman Road, but also captures the trajectory of RR282x a short distance to the west, which also cuts through the extensive man made features extending southwestward towards modern day Harworth and Bircotes.

Conclusions we might legitimately make given this evidence might include the following.

1. The positive identification of a fixed point at SK 647952 which can be properly utilised to reference the exit point of RR28a from the environment of modern Bawtry in the north.
2. That human activity captured at this location via a number of aerial surveys is not likely to have

Feedback re future presentation of Image three.

If it is to be used in any BHG publication or presentation, I think this map needs to include features or labels that enable a viewer to locate the area portrayed.

Agreed

been due to the Roman conquest and or the early part of their regime in Britannia. This point takes on a wider context when considered against a number of Gateway entries catalogued within a significant distance of the two Roman roads and within the 6.1 kilometre maximum range referred to earlier. Many of these, like HER 03106/01, are imprecise when it comes to dating the features referenced. These are mainly field boundaries, crop marks and ditches. The dating range presented for all of these is classified as Iron Age/Romano-British 800 BCE - 410 AD. Taking the conclusions drawn from the survey in 2010 there is a basis for presenting that all of these additional HER references are likely to be Iron Age and therefore pre Roman. The following table of Gateway HER references could have this logic applied to them.

HER 01974/01 Reference Library Item 2
HER 02480/01 Reference Library Item 3
HER 01791/01 Reference Library Item 4
HER 01473/01 Reference Library Item 5
HER 02479/01 Reference Library Item 6
HER 01843/01 Reference Library Item 7
HER 20473/01 Reference Library Item 8
HER 01794/01 Reference Library Item 9
HER 02482/01 Reference Library Item 10
HER 02484/01 Reference Library Item 11
HER 02483/01 Reference Library Item 12
HER 02682/01 Reference Library Item 13
HER 03105/01 Reference Library Item 14
HER 02474/01 Reference Library Item 15
HER 02323/01 Reference Library Item 16
HER 02476/01 Reference Library Item 17

All of these items will be explored at Stage Two of this desktop review under the heading Monuments, Events and Artefacts.

3. The potential from the identification of the fixed points in the north and southeast might assist in



identifying the trajectory of RR28a through modern Bawtry west of the river Idle.

Considering conclusion three Mike Hakan, when requested, expanded on what he described as his “best guess” regarding the trajectory of RR28a through the northeast sector of Bawtry, presented in the BHG paper Defining the Future of Roman Bawtry. For this new research Hakan presented on 4/4/24 the rationale for that best guess which proved to be more than speculative. It was supported by academic rigour in respect of the Roman approach to road construction with the practical application of the methodology utilised to help understand our circumstances here in Bawtry. The full explanation of Hakan's update can be seen at item 18 in the Reference Library.

Image four reminds us of the information supplied in 2022 by Hakan and referred to in the BHG's 2023 paper.



Image four

The BHG query back to the RRRA on image four was with regard to the deviation of RR28a (red dotted line) from a distinct northwesterly trajectory east of the Idle to one more closely aligned to a northerly trajectory midway up the slope towards the modern A638.

Mike's reply presented two points which in my view elevates what he presented in 2022 as a 'best guess' to one we might suggest is an academically supported position. These points focus firstly, upon the Roman surveyors approach to tackling gradients. Secondly, and more importantly, the extensively researched application of “long-distance alignments”, as a method for planning the course of a new road and applied in the construction of the islands Roman road network in the first century of the occupation period. The main source referred to in

relation to this construction practice are publications by John Poulter. In particular the opening contribution to the RRRRA Itinera Vol 2, 2022 page 1 to page 50 (see Reference Library item 19). Poulter himself credits fellow RRRRA member Robert Entwistle's work in this area as being groundbreaking as well as contributing to his own piece.

With regard to tackling gradients Mike pointed out that at a 1:50 gradient, the climb to the high ground west of the Idle would not be too much of a challenge for the Roman road builders who rarely encountered a need to deviate before the gradient was 1:10 and in some cases 1:6. Therefore maintaining a direction of travel true to the principle of "long-distance alignments" is not only possible but likely when the surveyors were tackling the rise from the Idle flood plain west of the river.

Mike provided us with a breakdown of how the application of the long alignment principle is likely to have been worked out in practice for RR28a when it was initially conceived; providing a tantalising opportunity to plot a trajectory for the road through the now built up environment of the northeastern quarter of the town. Before presenting the results of Mike's application of the long-distance alignment principle in our area of interest, it would be useful to get a better understanding of "long-distance alignment" (LDA) as applied by Roman surveyors.

There are a wide range of explanations if one explores Google that illustrates how Roman surveyors utilised line of sight opportunities, burning beacons and a simple surveying device called a 'Groma' to plot straight direct routes over long distances. Poulter's article entitled "The Identification of Long-Distance Roman Alignments in Britain, and their Possible Purposes" conducts a forensic analysis of 17 examples of LDA associated with road building identified by him and Entwistle. The research endeavours to apply the principles of LDA to specific Roman Roads or sections of roads demonstrating how the Roman planning system applied its surveying skills to address a number of purposes which might be characterised as not only about preparing for construction which supported the aims of military conquest, but also the need of the conquerors turned administrators; seeking to understand the land, its people and establish political control.

The application of LDA as suggested by Hakan in supporting the construction of RR28a through the environs of Bawtry and beyond in 71 AD was very much about subjugation of the north. Its upgrade in the mid 3rd century is more likely to be about supply, communication

and governance. In the early years, roads like RR28a, were about moving military personnel and hardware; maintaining supply lines and communication links in live time. In more settled times robustness of the actual construction methods could be more considered; perhaps less urgent but no less important. An effective and well planned road system was all about good government.

Hakan presents the application of LDA to our area of interest descriptively as follows. (For the visual representation refer to Image five).

1. Utilising the existence of Rossington Fort he presents the construction of RR28a southward from a known point slightly to the west of the military fort back towards Bawtry, a path that roughly follows the alignment of the modern A638 P1. Poulter and the RRRA strongly suspect that the construction of the road in this area was planned from the northwest, extending back towards the southeast. This stretch of 6 kilometres takes us well into the environs of modern northeastern Bawtry P2, and respects the conclusions we have already made, prompted by HER 03106/01, as being a suitable marker for a location where the road left what is now the northern boundary of the modern town P4 (green marker). *(Note, Hakan refers to P2 as being "near" the alignment point. The inference here being that it is less than exact in terms of length. This is qualified further in the text accompanying Image six when Hakan's definition of the term 'near' is more specifically revealed).\**
2. Hakan presents that it is highly likely this stretch, which could not have been plotted by direct line of sight between the two points, was plotted in two stages from the high point at P3 approximately midway along the route marked in blue. He explains that this is an approach identified previously and that it is likely that the midpoint provided the spot from which both the northern and southern ends of the stretch were plotted as two separate sections.
3. From near the location within the boundary of modern Bawtry (P2) (see \* above) Hakan presents a second LDA which extends to a high point east of the Idle P5 just west of modern day North Wheatley P8 (purple marker), well beyond the 6 kilometre zone, a full distance of 12 kilometres. There is a direct line of sight between these two points. No requirements for any

deviation descending the high ground at Bawtry was necessary; as we learned earlier the gradient was well within the engineering capabilities of the road builders.

4. Notwithstanding the ease of a direct line out of Bawtry being available it presented the challenge of the river and the floodplain immediately east of the town. This resulted in the first incarnation being a “floating road”. Hakan identifies that two deviations to the direct line after that point were applied further east to avoid a second requirement to navigate water logged terrain immediately south of P6 and P7 (orange markers) as the road, presented in yellow, made its way eastward towards Lincoln.

Nothing in Image 5 presents, as far as RR28a’s general trajectory, anything new to those who have been studying this road and its relationship with Bawtry in recent years. However, the application provided by LDA to plot that trajectory with some additional rigour, supported by previous RRRA Lidar survey results, that compliment and assist the LDA application, allows us to have more confidence in the conclusions already made of what amounts to an 18 kilometre stretch of the RR28a western spur of Ermine Street (RR2).

Might we also dare to suggest that because of the added detail with the application of LDA principles we can utilise some of that increased certainty to focus with more confidence on what the road might be doing beneath the modern structures that hid it within the modern confines of Bawtry town.

Building on the big picture provided by Image five can we zoom in and utilise the increased certainty provided by LDA principles and take a step closer in our quest to identify the route of RR28a beneath our modern environment? Image six endeavours to do just that and reduce the level of speculation hitherto not possible when addressing this challenge.

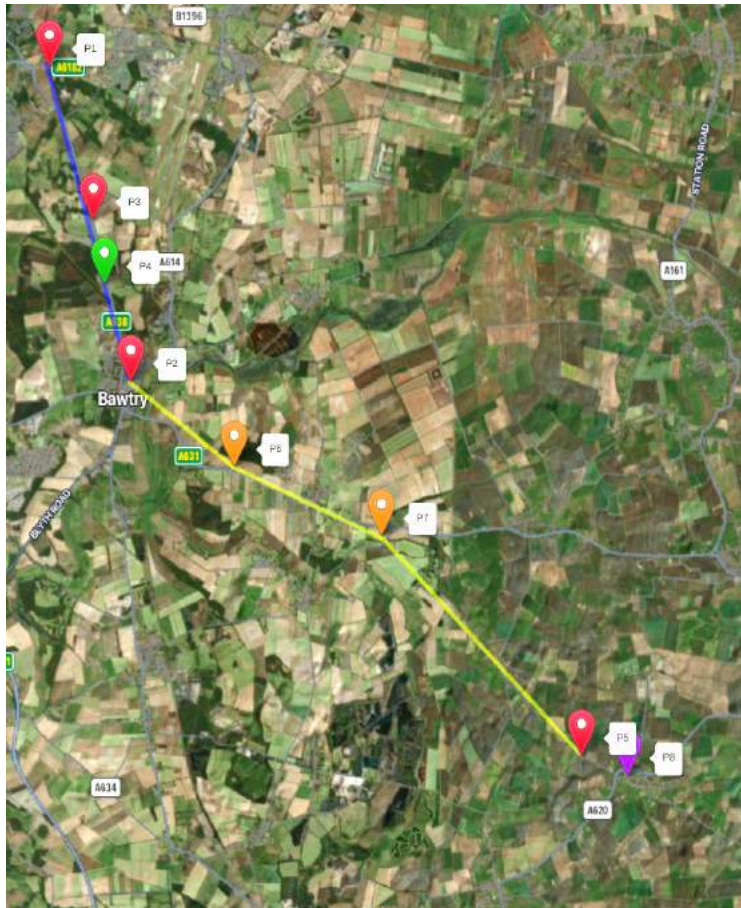


Image Five

We should not get carried away with the level of precision we can claim by zooming in on image five to create image six, which takes us into the modern Bawtry environment. Hakan in correspondence with us presented this caveat when discussing RR28a's route through the built up area; "I doubt it will ever be possible to know the precise route". He further qualified that statement with the upbeat comment, "but I am confident that the change of alignment was made somewhere between SK 65249343 and SK 65269336". Within image six these points are labelled P4 and P5. These two points are slightly to the northwest of the LDA reference plot which is shown as P3.

What complicates the interpretation of the evidence, broadly speaking, boils down to the longevity of RR28a as an active highway. Built in AD 71 we can be confident that it remained in operation until the departure of the occupiers in AD 410. Excavations have identified two incarnations of this road: the floating road designed to get the ninth legion north to York swiftly and an upgrade to a more substantial structure in the mid 3rd century. Excavations have also identified that both incarnations are on slightly different alignments in the vicinity of the river crossing. Hakan is aware of this and refers to it as a

There is increasing evidence that the significance of 410 AD in British history has been exaggerated; that Roman-style culture survived for many decades & even into the 6th century. Use of roads built prior to 410 AD may well have continued after that time.

The point being made here is that RR28a served the Romans from 71-410 AD therefore is another rationale

complicating factor in pinning down the road's route west of the Idle and through the built up area. Hakan refers to the visible river crossing point identified by Lidar surveying and also by excavation in 1997. This is marked on image six as P1 and P2 which presents us with an alignment towards the present day railway viaduct. Hakan also makes reference to a possible second crossing point 37 metres to the northeast, a rather small deviation, shown in image six by the red line running at a right angle to the earlier route in blue. I believe it is quite proper to conclude that despite the slight shift in alignment at the point the river is crossed is minimal when considered against the consistency of the alignment for the full 18 kilometre stretch of RR28a as it approaches from the east cuts through Bawtry and heads north towards Rossington Fort and Doncaster (Danum) ; depicted in image five

With the facts that allow us to produce image six I would submit we can plot with a fair degree of accuracy the route between the Idle's west bank and the modern day viaduct. The open space marked in green between the river crossing and the viaduct is an area of higher ground which to my knowledge has never been explored to test the road's trajectory. That said this is a difficult and heavily overgrown patch of land.

However, If one agrees with the plotting of both alignments towards the viaduct are a logical progression of the road it allows us to consider its route as it passes in the immediate vicinity west of the viaduct towards P 3. Image six presents the road cutting through the southeast corner of Queens Crescent and skirting just to the north of the small patch of open ground in front of the New Hall on the western side of Station Road. This area is shown in green in the bottom right hand corner of image eight.

for there not being another road in the immediate vicinity of what is now urban Bawtry. This road appears to have lasted a long time perhaps serving the Saxons and into the medieval period given the shoe find.

I think the point should be made that the present course of the Idle, and the pre-1858 course which is visible on Google Earth, bear little relation to its probable course in Roman times – especially if such images are to be used in any BHG publication or presentation.

Valid observation for any final document presentation relating to the Images and the true nature of the River Idle.





Image Six

Image seven zooms into the built up area where the road is projected to travel to grid reference 65289334 (P3 in image six). This you will recall is the LDA plot on the roads projected alignment from Rossington fort and labelled P2 in image five. Hakan's reference to this was that he plotted the road alignment to "near" this point in modern Bawtry. In his communication with us he qualified this statement by indicating his confidence that the roads change of alignment east towards the river and through this plot lies somewhere between P4 and P5, grid references sk65269336 and sk65289334 shown on image seven. Given that this area is now covered by modern dwellings it is difficult to be precise about the exact location of this alignment change. But as the image demonstrates and Hakan confirms, this area from north to southeast only amounts to around 70 metres.

Mike Hakan's contribution to this section of our project has been invaluable and it is difficult to see how the project could build further on the conclusions we have made using the detailed guidance he has given us.

We cannot claim that this desktop analysis of what is substantially known about Roman roads in the Bawtry area delivers a definitive answer to the exact route of RR28a through Bawtry. However, we might well claim that it provides as rational a conclusion based on an evidenced based approach as is possible without conducting more intrusive methods of exploration.

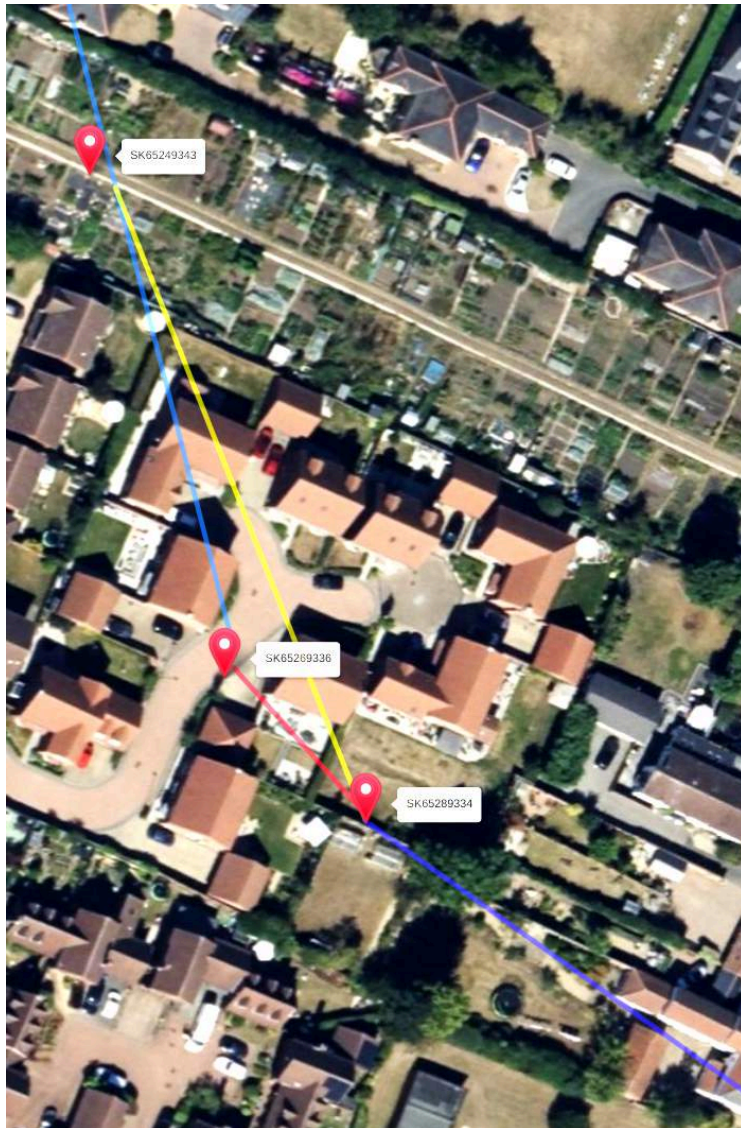


Image Seven

Image eight seeks to identify areas of potential for more intrusive interventions such as test pitting, metal detecting etc. Within the confines of the built up area these opportunities are very limited, they are marked on image eight by the green rectangles. It should be noted that only two areas correspond to the route plotted for the road, these being the Mayflower Primary School field and just south of there at the western end of the allotment area, the entrance to which is situated on Station road. The third green rectangle lies a few metres to the South of the road alignment as plotted; on the land to the east of Bawtry New Hall.

P4 & 5 are not labelled on image 7.

I feel a labelled image portraying the likely course of the road if its alignment did not change markedly to the north after P4/P5 would be helpful – i.e. a course continuing a straight line trajectory from P3.

Additional observation by MPM - 4 and 5 in image seven are shown by their grid reference.

The comment regarding a single trajectory line in any final display is noted. However, this would ignore the Hakan caveat albeit he himself concludes that the difference is minimal.



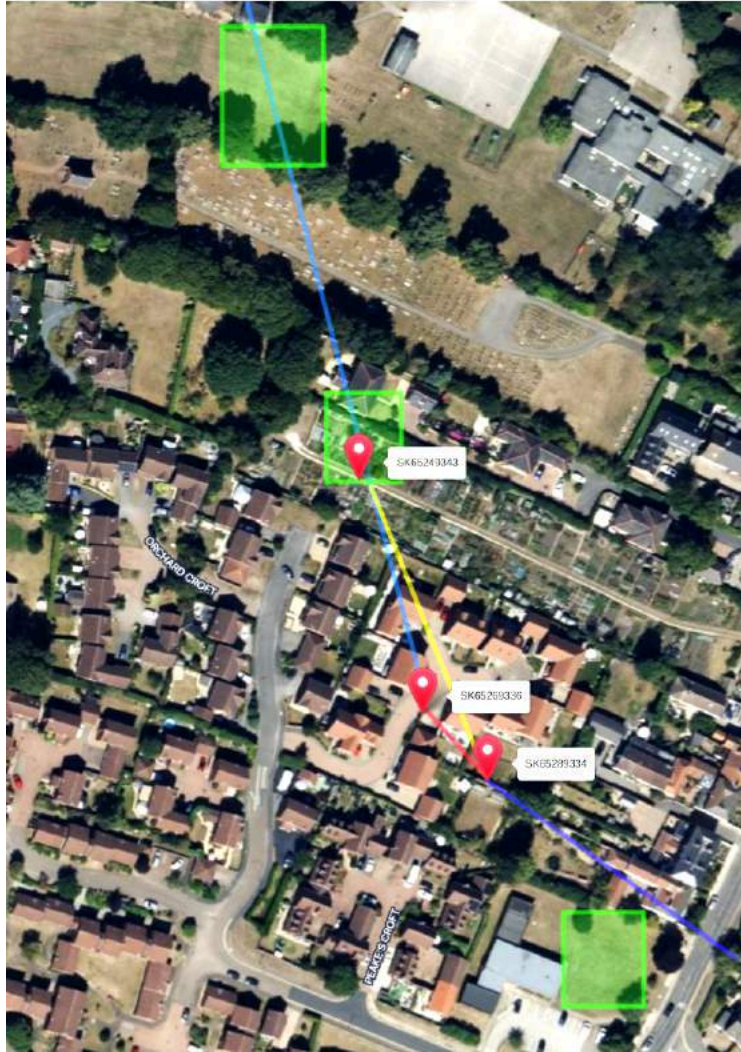


Image Eight

## SUMMARY CONCLUSIONS

The test for this and every stage of our desktop activity is to identify the following

1. Whether we can point to anything new emerging from the review?
2. Does the work indicate there being merit in additional activity?

In answer to number one regarding the review of the road evidence I would offer the following.

- a. A Roman road from the south through central Bawtry encompassing the Great North Road and Top Street is very unlikely.
- b. The Heritage Gateway, South Yorkshire SMR provided a credible fixed point identifying where RR28a left modern

<p>Bawtry in the north.</p> <ul style="list-style-type: none"> <li>c. The Heritage Gateway provided credible information that provides us with more accurate dating of land features, between Bawtry and Rossington Fort. These have previously been attributed to a time spanning, Iron Age-Roman British i.e. 800 BCE to 410 AD. This has now been brought into question with the potential for many if not all of these features being pre 43 AD.</li> <li>d. Application of LDA principles to the layout of RR28a has presented a solid foundation for plotting the road from the high ground east of the Idle all the way to Rossington Fort.</li> <li>e. Application of the principles alluded to at D has supported an opportunity to plot the roads trajectory through the northeastern corner of the town. This until now has been based on speculation. This work has provided an academic foundation for credible conclusions.</li> <li>f. There is nothing to indicate that the roads RR28a and RR282x are anything more than roads to elsewhere. No indicators of a Roman period settlement at Bawtry emerged during this desktop stage.</li> </ul> <p>In answer to number two I would offer the following.</p> <ul style="list-style-type: none"> <li>a. Further desktop research should take place in respect of the comments at C above, to test the extent the conclusion in C has credibility. Stage Two will offer this opportunity.</li> <li>b. The merits of more intrusive exploration in the areas highlighted in image eight will require consideration.</li> </ul> <p><i>Note re B. Across all the stages of the desktop research phase of this project we are likely to identify such opportunities. These will include competing demands for the engagement of archaeological expertise, or considerations we may decide are beyond our resources. Discussions regarding such potential or otherwise should be placed on hold until other stage results are in.</i></p> <ul style="list-style-type: none"> <li>c. Consideration for exploring the raised ground west of the Idle depicted in image six with the use of metal detecting equipment might be worthy of consideration; given that we expect the road to have traversed that ground before reaching the</li> </ul>	<p>800 BC Evidence not wholly clear to me – there was substantial continuity between the iron age &amp; Roman in Britain.</p> <p>Additional Comment by MPM- The issue being highlighted here is that the Roman Road which brought the invaders came after the identified field activity therefore these features cannot be attributed to Roman activity.</p> <p>I think you mean image 6? Roads are only rarely associated with metal finds.</p> <p>Correct and amended.</p>
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area of the railway embankment.	3/6/24
M P Maguire 21/4/24.	

*Note, The adjudication phase of this desktop was ably supported by BHG Trustee David Kirkham his comments and challenges greatly helped deliver this summary stage one report.*

### **Stage One Research Reference Library Information and Links**

Further Information regarding the following references can be provided by making a request to [bawtryheritagegroup@gmail.com](mailto:bawtryheritagegroup@gmail.com)

Note, all of the references for the South Yorkshire Heritage Gateway can be found at <https://www.heritagegateway.org.uk/gateway>

<b>Library Reference Number</b>	<b>Reference Details</b>
Item One	South Yorkshire Heritage Gateway Record Number 03106/01 - Iron Age or Romano British Field System.
Item Two	South Yorkshire Heritage Gateway Record Number 02477/01 Iron Age or Romano-British Unclassified Cropmarks,
Item Three	South Yorkshire Heritage Gateway Record Number 02480/01 Iron Age or Romano-British Cropmarks
Item Four	South Yorkshire Heritage Gateway Record Number 01791/01 Romano-British or Iron Age Field System, Enclosure and Trackway.
Item Five	South Yorkshire Heritage Gateway Record Number 01473/01 Enclosures and Field System, of Iron Age / Romano-British date.
Item Six	South Yorkshire Heritage Gateway Record Number 02479/01 Iron Age or Romano-British Unclassified Cropmarks.
Item Seven	South Yorkshire Heritage Gateway Record Number 01843/01 Iron Age or Romano-British Rectangular Enclosure,
Item Eight	South Yorkshire Heritage Gateway Record Number 02473/01 Iron Age Romano British field systems and enclosures.
Item Nine	South Yorkshire Heritage Gateway Record Number 01794/01 Iron Age to Romano-British Field Boundaries and Possible Settlement, <i>(Note, settlement reference will be covered in Desktop Stage 2. The find is however well beyond the 1.7 km boundary set for modern Bawtry).</i>
Item Ten	South Yorkshire Heritage Gateway Record Number 02482/01

	Iron Age or Romano-British Unclassified Cropmarks,
Item Eleven	South Yorkshire Heritage Gateway Record Number 02484/01 Iron Age or Romano-British Unclassified Cropmarks,
Item Twelve	South Yorkshire Heritage Gateway Record Number 02483/01 Iron Age or Romano-British Unclassified Cropmarks,
Item Thirteen	South Yorkshire Heritage Gateway Record Number 02682/01 Iron Age or Romano British Field System.
Item Fourteen	South Yorkshire Heritage Gateway Record Number 03105/01 Iron Age or Romano-British Field Boundaries
Item Fifteen	South Yorkshire Heritage Gateway Record Number 02474/01 Iron Age or Romano British Field System.
Item Sixteen	South Yorkshire Heritage Gateway Record Number 02323/01 Crop Marks showing Iron Age to Romano-British field system,
Item Seventeen	South Yorkshire Heritage Gateway Record Number 02476/01 Iron Age or Romano British Field System.
Item Eighteen	RRRA Itinera Journal Volume 2, 2022. Extract re LDA
Item Nineteen	RRRA application of LDA for RR28a