



# Boscombe Down Airfield Access Road Wiltshire

Archaeological Watching Brief Report

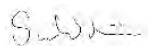


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## Summary

Wessex Archaeology was commissioned by Atkins Ltd. To undertake an archaeological watching brief within MoD Boscombe Down, Amesbury, Salisbury, centred on National Grid References NGR 418215 140896 (SU 18215 40896).

The archaeological watching brief comprised the monitoring of the machine excavation of twenty-eight geotechnical pits and ten hand dug inspection pits in relation to the proposed construction of a new access road through the Boscombe Down military base.

Three of the geotechnical pits exposed archaeological features. Test Pits 3 and 22 partially exposed ditches, although no dating was recovered from either ditch and the limits of the test pits limited any interpretation of these ditches. Test Pit 26 partially revealed the edge of a possible pit, although it could equally be a ditch, of considerable size. Again no dating was recovered and interpretations were limited by the confines of the test pit.

Test pitting and borehole samples cut into the old railway embankment revealed a buried soil layer surviving underneath the embankment. This appeared to be the original topsoil layer prior to the construction of the embankment. Test Pit 12 revealed a buried soil layer that, due to its change in depth from one side of the test pit to the other, suggests an earlier bank underneath the existing one. This may represent an earlier phase of construction for the existing embankment. No other evidence of this earlier bank was identified within any of the other test pits.

No archaeological features or deposits relating to the scheduled round barrows were identified during the works.

The watching brief was undertaken between 14 May and 18 June 2018.

## Acknowledgements

Wessex Archaeology would like to thank Atkins Ltd. for commissioning the archaeological evaluation, in particular Sarah Generalski-Sparling. Wessex Archaeology is also grateful for the advice of the Assistant County Archaeologist for Wiltshire Council Archaeological Service. Additional thanks are due to Nick Wood and the rest of the team of South West Geotechnical for their cooperation and help on site.

The fieldwork was directed by Jamie McCarthy. This report was written by Jamie McCarthy and reviewed by Simon Woodiwiss. The report graphics were prepared by Nancy Dixon and Kenneth Lymer. The project was managed by Simon Woodiwiss on behalf of Wessex Archaeology.



# Boscombe Down Airfield Access Road GI WB

## Archaeological Watching Brief

### 1 INTRODUCTION

#### 1.1 Project and planning background

1.1.1 Wessex Archaeology was commissioned by Atkins Ltd., on behalf of Wiltshire Council and QinetiQ, to undertake an archaeological watching brief during Ground Investigation works associated with a proposed new access road into Boscombe Down Airfield. The monitored works covered a length of approximately 2,600 m centred on NGR 418215 140896 (SU 18215 40896), at North Road, MoD Boscombe Down, Amesbury, Salisbury, Wiltshire SP4 0JE (**Figure 1**).

1.1.2 The watching brief was undertaken in accordance with a Written Scheme of Investigation (WSI) which detailed the aims, methodologies and standards to be employed (Wessex Archaeology 2018). Wessex Archaeology is unaware of any planning permission having been required for the works, however, to follow best practice the WSI was reviewed by the Assistant County Archaeologist for Wiltshire Council Archaeological Service, prior to fieldwork commencing. The watching brief was undertaken between 14 May and 18 June 2018.

#### 1.2 Scope of the report

1.2.1 The purpose of this report is to provide the results of the watching brief, to interpret the results within their local or regional context (or otherwise), and to assess their potential to address the aims outlined in the WSI, thereby making available information about the archaeological resource (a preservation by record).

#### 1.3 Location, topography and geology

1.3.1 The watching brief was undertaken adjacent to North Road at MoD Boscombe Down, just west of the town of Amesbury (**Figure 1**). A large part of the new access road follows the line of the former Amesbury and Military Light Railway operating between 1901 and the mid-1960s (Atkins 2018). The route diverts from the railway route in two sections. One is at the north-western end (Test Pits 1–3), and the other extends to the south further into the airfield (Test Pits 18–20). Test Pits 14–28 were located south of the railway cutting, running largely parallel with it.

1.3.2 MoD Boscombe Down is the tri-Service home of military aircraft Test and Evaluation and the Boscombe Down RAF Support Unit which provides administrative support to the military lodger units. It is a civilian operated airfield, administered by the RAF Air Warfare Centre at RAF Waddington which supports aircraft development. It provides an operational airfield with the longest military runway in the UK ([www.raf.mod.uk](http://www.raf.mod.uk)).

1.3.3 Boscombe Down Airfield is located within a gently undulating landscape. The airfield is at an approximate elevation of 121 m above Ordnance Datum (aOD). The top of the railway embankment is at an approximate elevation of 110 m aOD. The ground level at the base of the embankment is at 102 m aOD.

- 1.3.4 The underlying geology is mapped as Newhaven Chalk Formation and Seaford Chalk Formation, and minor bands of Head deposits reportedly, forming the fills of dry valleys (British Geological Survey online viewer 2018 and Atkins 2018).

## **2 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND**

### **2.1 Introduction**

- 2.1.1 MoD Boscombe Down has been the subject of a number of archaeological and historical investigations. A selection which are of particular relevance to the project are summarised below. The primary focus of these select investigations is on significant deposits of prehistoric date and deposits and structures associated with the military history of Boscombe Down.

- 2.1.2 There have been a number of historic environment desk-based assessments that cover or partially the cover the area of interest. A historic environment desk-based assessment was produced for the Boscombe Down to Porton Down cable (see below) that provided a detailed historical and archaeological background for Boscombe Down and the surrounding area (ADAS 2013). A heritage appraisal was produced for a different scheme and its study area included the western half of the present project (WYG 2017). Finally a heritage statement has been produced in preparation for the present project (Atkins 2017).

### **2.2 Previous investigations related to the development**

#### *Boscombe Down to Porton Down 33 kV RFS Scheme 2004*

- 2.2.1 In June 2014 Wessex Archaeology undertook an archaeological watching brief monitoring the excavation of an approximately 7 km cable route running from Boscombe Down to Porton Down (Wessex Archaeology 2014). The line of this trench broadly follows the proposed line of the new access road. Two ditches were identified in the vicinity of a bowl barrow (SM1015225; **Figure 1**) with Middle Bronze Age pottery recovered from one of them. They both followed the same alignment and bore similar profiles suggesting that they were contemporary in date. Three other ditches were identified within the airfield boundary that appeared to represent a later field system, although no dating was recovered. The alignment of these ditches was also similar to field boundaries visible as crop marks to the north. It is believed that this field system dates to the late prehistoric to Romano-British periods.
- 2.2.2 A modern pit containing disarticulated human bone was believed to be the result of an earlier disturbance of an inhumation burial, possibly relating to the nearby Newton Barrow cemetery (SM1015902; **Figure 1**), which was subsequently reinterred.
- 2.2.3 High levels of modern ground disturbance were recorded along the line of the northern perimeter fence.

### **2.3 Archaeological and historical context**

#### *Prehistory*

- 2.3.1 The works lay 2 km away from the boundary of the Stonehenge, Avebury and Associated World Heritage Site. There are also several barrows and a barrow cemetery adjacent to the site.



- 2.3.2 The Newton barrow cemetery (SM1015902; **Figure 1**) lies to the north of the proposed route of the access road, consisting of a group of nine bowl barrows which together form the major part of a linear round barrow cemetery.
- 2.3.3 Within Boscombe Down are three known bowl barrows (**Figure 1**). Two of which (SM1018624 and SM1015225) lie adjacent to the proposed line of the new access road. SM1018624 is a bowl barrow, which survives as a mound surrounded by a ring ditch (Clarke and Kirby 2003), situated immediately south of, and partially covered by the disused railway embankment. SM1015225 is a bowl barrow situated to the south-east of the Newton barrow cemetery along the northern edge of the new access road. The third barrow (SM1015219) lies some 400 m to the south-west of SM1018624 and, survives as a mound and ring ditch.

#### *Modern*

- 2.3.4 Boscombe Down airfield was first opened as a Training Depot Station in 1917, although the majority of the current airfield structures date from 1928 or later, and although the layout does not appear on mapping in the mid-20th century, the airfield is mentioned on the mapping from this time. Aerial photographs from the Second World War onwards depict the development of the airfield which in some cases resulted in extensive disturbance of the landscape within the airfield boundaries. Most of this ground disturbance has resulted from earthwork landscaping carried out prior to the construction of runways, taxiways, and the Amesbury and Military light railway (ADAS 2013). The airfield was provided with a 'hardened' facility (Hardened Aircraft Shelters (HAS); Command Bunkers; Bulk fuel Installations (BFI)) between 1979 and 1985, the work caused substantial disturbance to the centre of the site (Clarke 2008, 202).

### **3 AIMS AND OBJECTIVES**

#### **3.1 Aims**

- 3.1.1 The aims of the watching brief, as stated in the WSI (Wessex Archaeology 2018) and as defined in the ClfA' *Standard and guidance for an archaeological watching brief* (ClfA 2014a), were:
- To allow, within the resources available, the preservation by record of archaeological deposits, the presence and nature of which could not be established (or established with sufficient accuracy) in advance of the development or other works;
  - To provide an opportunity, if needed, for the watching archaeologist to signal to all interested parties, before the destruction of the material in question, that an archaeological find has been made for which the resources allocated to the watching brief itself are not sufficient to support treatment to a satisfactory and proper standard; and
  - To guide, not replace, any requirement for contingent excavation or preservation of possible deposits.
  - To inform the design of any further archaeological mitigation along the route of the proposed access road.

#### **3.2 Objectives**

- 3.2.1 In order to achieve the above aims, the objectives of the watching brief, also defined in the WSI (Wessex Archaeology 2018), were:



- To determine the presence or absence of archaeological features, deposits, structures, artefacts or ecofacts within the specified works area;
- To record and establish, within the constraints of the works, the extent, character, date, condition and quality of any surviving archaeological remains (a preservation by record);
- To place any identified archaeological remains within a wider historical and archaeological context in order to assess their significance; and
- To make available information about the archaeological resource on the site by preparing a report on the results of the watching brief.

## **4 METHODS**

### **4.1 Introduction**

- 4.1.1 All works were undertaken in accordance with the detailed methodology set out within the WSI (Wessex Archaeology 2018) and in general compliance with the standards outlined in ClfA guidance (ClfA 2014a). The methods employed are summarised below.

### **4.2 Fieldwork methods**

#### *General*

- 4.2.1 The works involved the excavation of twenty-eight machine excavated test pits measuring an average of 2.2 m by 0.7 m to a depth of 3.0 m. The test pits were excavated in level spits using a JCB excavator equipped with a toothless bucket, under the constant supervision of a monitoring archaeologist. Machine excavation proceeded under archaeological supervision until either the archaeological horizon, or natural geology was exposed.
- 4.2.2 In addition to the above, ten hand dug inspection holes were dug to a depth of 1.2 m in preparation for rotary cored boreholes. These holes measured approximately 0.2 m in diameter. The WSI proposed the excavation of five additional hand dug inspection pits in preparation for groundwater standpipes. These pits were not excavated, instead five of the ten inspection holes were utilised for this purpose.
- 4.2.3 Test Pit 8 was abandoned due to the presence of buried services and Test Pit 13 was abandoned due to asbestos tiles being present within the topsoil. Test Pits 29 and 30 were not excavated due to modifications to the road scheme resulting in them no longer being required. Borehole 5 was abandoned due to an underlying concrete slab preventing excavation; this was replaced with Borehole 5A in an alternate location (**Figure 1**).
- 4.2.4 The watching archaeologist monitored all mechanical excavations within the specified area. Where necessary, the surface of uncovered archaeological deposits were cleaned by hand.
- 4.2.5 Spoil derived from both machine excavation and hand-excavated archaeological deposits was visually scanned for the purposes of finds retrieval.
- 4.2.6 It was originally intended that the results of the Ground Investigation boreholes be included within the scope of this report, however, these results were not available for the production of this report.

### *Recording*

- 4.2.7 All exposed archaeological deposits and features were recorded using Wessex Archaeology's pro forma recording system. A complete drawn record of excavated features and deposits was made including profiles drawn to appropriate scales (generally 1:20 for profiles) and, tied to the Ordnance Survey (OS) National Grid. The Ordnance Datum (OD: Newlyn) heights of all principal features were calculated, and levels added to plans and section drawings.
- 4.2.8 A Leica GNSS connected to Leica's SmartNet service surveyed the location of all the test and inspection pits along with any archaeological features. All survey data is recorded in OS National Grid coordinates and heights above OD (Newlyn), as defined by OSGM15 and OSTN15, with a three-dimensional accuracy of at least 50 mm.
- 4.2.9 A full photographic record was made using digital cameras equipped with an image sensor of not less than 10 megapixels. Digital images have been subject to managed quality control and curation processes, which has embedded appropriate metadata within the image and will ensure long-term accessibility of the image set.

## **4.3 Artefactual and environmental strategies**

- 4.3.1 Appropriate strategies for the recovery, processing and assessment of artefacts and environmental samples were in line with those detailed in the WSI (Wessex Archaeology 2018). The treatment of artefacts and environmental remains was in general accordance with: *Guidance for the collection, documentation, conservation and research of archaeological materials* (ClfA 2014b) and *Environmental Archaeology: A Guide to the Theory and Practice of Methods, from Sampling and Recovery to Post-excavation* (English Heritage 2011).

## **4.4 Monitoring**

- 4.4.1 The Assistant County Archaeologist for Wiltshire Council Archaeological Service monitored the watching brief on behalf of the Local Planning Authority (LPA). Any variations to the WSI, if required to better address the project aims, were agreed in advance with both the client and the Assistant County Archaeologist.

# **5 ARCHAEOLOGICAL RESULTS**

## **5.1 Introduction**

- 5.1.1 The following section discusses the results of the watching brief. Detailed descriptions of the individual contexts are provided in the test pit summary tables (**Appendix 1**).

## **5.2 Soil sequence and natural deposits**

- 5.2.1 The natural stratigraphic sequence for the airfield consisted of between 0.21 and 0.44 m of mid-greyish brown clay loam soil containing moderate flint and chalk inclusions. This in most cases sat directly on top of chalk natural (**Plate 1**). At the eastern most end of site within Test Pits 26 to 28 a layer of subsoil was present. This consisted of mid-brown silty clay with moderate chalk inclusions.

## **5.3 Borehole Inspection Pits**

- 5.3.1 No archaeological deposits were identified within any of the ten borehole inspection pits. The pits all measured 0.2 m in diameter and were excavated to a depth of 1.2 m. This small size limited visibility during excavation however excavated material was scanned for any archaeological finds or deposits.

## 5.4 Geotechnical Test Pits

- 5.4.1 Of the twenty-eight test pits excavated (**Figure 1**) only eight of them contained deposits of archaeological interest, three of which contained archaeological features. This section will focus on these eight test pits as all the others simply demonstrated the stratigraphy of the area and are subsequently of minimal archaeological interest.

### *Test Pit 3*

- 5.4.2 Test Pit 3 was located outside the perimeter of the military base and adjacent to a large undeveloped area of excavated ground the function of which is uncertain. The stratigraphy here consisted of 0.2 m of topsoil, overlaying 0.1 m of redeposited chalk natural. This sat on top of 0.15 m of the original topsoil which overlay 0.23 m of subsoil. At the base was natural chalk at a depth of 0.78 m. The redeposited chalk is very likely to relate to the adjacent excavation.

- 5.4.3 In the north-east corner of Test Pit 3, the very edge of a possible ditch (context 306) was identified immediately below the subsoil (**Plate 2**). The feature had steep, straight sides with a flat base and appeared to be aligned north to south. Due to a lack of artefactual evidence the feature remains of unknown date and, because such a small portion of the feature was visible, the purpose of this possible ditch is unclear. It is, however, likely to form a field boundary and may have served as drainage for the area.

### *Test Pit 6*

- 5.4.4 Test Pit 6 was located at the north-western end of the railway embankment within the airfield. The stratigraphy consisted of 0.4 m of topsoil over 1.3 m of made ground. This made ground consists of redeposited chalk that forms the structure of the railway embankment. Beneath this was a 0.1 m thick deposit of clay loam soil (**Plate 3**). This deposit appeared to be the original topsoil layer prior to the construction of the embankment. More evidence of this layer beneath the embankment was identified within the borehole core samples. This buried soil layer sat on top of chalk natural. No other archaeological features were identified within the test pit, although the presence of the buried soil demonstrates construction of the embankment entailed minimal ground disturbance and that any significant archaeological deposits should be preserved beneath the buried soil.

### *Test Pits 9, 10 and 11*

- 5.4.5 These three test pits were all cut into the railway embankment and all bore very similar stratigraphy. In general this consisted of an average of 0.32 m of topsoil overlaying a layer of black crushed stone (**Plate 4**). This crushed stone appeared to be surviving railway ballast. No further evidence of this ballast was seen within any of the other test pits. This layer overlay the redeposited chalk that formed the embankment. Natural geology was not reached within any of these test pits.

### *Test Pit 12*

- 5.4.6 Test Pit 12 was located at the south-eastern end of the embankment. The stratigraphy consisted of 0.3 m of topsoil overlaying 2.0 m of redeposited chalk. Below this a layer of buried soil was identified. The level of this soil varied across the test pit, with it appearing at a depth of 2.3 m on the northern edge and sloping down to 2.7 m on the southern edge of the test pit. Below this soil level was more redeposited chalk. Natural geology was not reached. This change in level of the buried soil suggested an earlier bank pre-dating the existing embankment. No other evidence of this earlier bank was identified with any of the other test pits.

#### *Test Pit 22*

- 5.4.7 Test Pit 22 was located out on the airfield within the military base. The stratigraphy consisted of 0.44 m of topsoil overlaying 0.36 m of redeposited chalk. Below this is a 0.3 m thick layer of clay loam made ground which sits on top chalk natural. These layers of made ground form a mound within this area, possibly relating to earlier development of the airfield.
- 5.4.8 Within the south-west edge of the test pit a ditch (context 2205) was identified (**Plate 5**). The feature is not visible in the opposing profile suggesting that, either the very edge has been clipped by the test pit, or it is terminating. The ditch had steep, straight sides with a concave base. The backfill of the ditch was identical to the layer above it, suggesting that the backfilling of this feature occurred at the same time as the deposition of the layer above. Only a very small portion of the ditch was excavated within the test pit so the full extent and dimensions of the feature remain unknown. No datable material was recovered. There was no visible above ground evidence of this feature.

#### *Test Pit 26*

- 5.4.9 Test Pit 26 was located at the eastern end of the airfield. It consisted of 0.21 m of topsoil overlying 0.24 m of subsoil above chalk natural. Within this test pit a large feature (context 2603) was identified (**Plate 6**). Exactly what this feature was is unknown as it occupied the entirety of the test pit. What was visible had steep, straight edges and a flat base. The feature measured 1.18 m deep though there was evidence that it was getting deeper beyond the extent of the test pit. No dating was recovered from the fill. Whatever this feature was, be it a large ditch or a pit, it is substantial in size both in plan and in profile.

## **6 ARTEFACTUAL EVIDENCE**

- 6.1.1 No archaeologically significant artefactual material was recovered during the works.

## **7 ENVIRONMENTAL EVIDENCE**

- 7.1.1 No archaeological deposits suitable for environmental sampling were encountered during the works.

## **8 CONCLUSIONS**

- 8.1.1 The aims and objectives of the watching brief were met, and evidence acquired to inform a decision as to the need for further mitigation on the project.
- 8.1.2 Three potentially significant archaeological features were identified through the course of the works. Unfortunately, the limitations of the watching brief inhibit our understanding of these features and their connection and place within the surrounding landscape. No datable archaeological deposits or finds were recovered from any of the features.
- 8.1.3 A number of ditches were identified during the previous watching brief (Wessex Archaeology 2014), although none of these appear likely to be the same features as those reported here. However, this does point to there being earlier activity, most likely in the form of an extensive field system of ditches, along the course of the proposed new road. These may indicate a change in use of the landscape from that for funerary activity, to land division that can be associated with agriculture. No features have yet been identified that can be tied to the existing round barrows and the once funerary landscape.

- 8.1.4 Test pitting within the railway embankment revealed the survival of some of the rail ballast from when it was in use, and the survival of the original topsoil layer, sealed underneath the embankment. The fact that this topsoil still survives suggest that there was minimal landscaping and levelling done before the embankment was constructed, and should any significant deposits survive that the construction of the embankment would have had no adverse impact on their survival. The evidence of an earlier, smaller bank at south-eastern end of the embankment may hint to an earlier phase of construction, or a prior use of the area. As with the earlier archaeological features, however, too little of this earlier bank has been identified to allow certainty in interpretation.
- 8.1.5 The level of preservation across the site appeared fairly good, with a few exceptions. The area around Test Pit 1 has been heavily truncated and little or no overlying soils survived. Equally the area around Test Pit 15 was predominantly made up of a concrete slab, suggesting significant disturbance. Preservation on the airfield was good with minimal evidence of truncation and what modern activity there is has been limited to the building up of ground levels. The existence of the original topsoil underneath the embankment suggest that there has been little to no disturbance of this ground, at least in relation to the embankment, and as such preservation underneath it is expected to be good.

## **9 ARCHIVE STORAGE AND CURATION**

### **9.1 Museum**

- 9.1.1 The archive resulting from the watching brief is currently held at the offices of Wessex Archaeology in Salisbury. Deposition of any finds with the appropriate museum will only be carried out with the full written agreement of the landowner to transfer title of all finds to the museum.

### **9.2 Preparation of the archive**

- 9.2.1 The archive, which includes paper records, graphics, artefacts, ecofacts and digital data, will be prepared following the standard conditions for the acceptance of excavated archaeological material by the local museum, and in general following nationally recommended guidelines (SMA 1995; ClfA 2014c; Brown 2011; ADS 2013).
- 9.2.2 All archive elements are marked with the project code 206000, and a full index will be prepared. The physical archive currently comprises the following:
- 1 file/document case of paper records and A4 graphics.

### **9.3 Selection policy**

- 9.3.1 Wessex Archaeology follows national guidelines on selection and retention (SMA 1993; Brown 2011, section 4). In accordance with these, and any specific guidance prepared by the museum, a process of selection and retention will be followed so that only those artefacts or ecofacts that are considered to have potential for future study will be retained. The selection policy will be agreed with the museum and, is fully documented in the project archive.

### **9.4 Security copy**

- 9.4.1 In line with current best practice (eg, Brown 2011), on completion of the project a security copy of the written records will be prepared, in the form of a digital PDF/A file. PDF/A is an ISO-standardised version of the Portable Document Format (PDF) designed for the digital

preservation of electronic documents through omission of features ill-suited to long-term archiving.

## **9.5 OASIS**

- 9.5.1 An OASIS online record (<http://oasis.ac.uk/pages/wiki/Main>) has been initiated, with key fields and a .pdf version of the final report to be submitted. Subject to any contractual requirements on confidentiality, copies of the OASIS record will be integrated into the relevant local and national records and published through the Archaeology Data Service ArchSearch catalogue.

## **10 COPYRIGHT**

### **10.1 Archive and report copyright**

- 10.1.1 The full copyright of the written/illustrative/digital archive relating to the project will be retained by Wessex Archaeology under the *Copyright, Designs and Patents Act 1988* with all rights reserved. The client will be licenced to use each report for the purposes that it was produced in relation to the project as described in the specification. The museum, however, will be granted an exclusive licence for the use of the archive for educational purposes, including academic research, providing that such use conforms to the *Copyright and Related Rights Regulations 2003*. In some instances, certain regional museums may require absolute transfer of copyright, rather than a licence; this should be dealt with on a case-by-case basis.
- 10.1.2 Information relating to the project will be deposited with the Historic Environment Record (HER) where it can be freely copied without reference to Wessex Archaeology for the purposes of archaeological research or development control within the planning process.

### **10.2 Third party data copyright**

- 10.2.1 This document and the project archive may contain material that is non-Wessex Archaeology copyright (eg, Ordnance Survey, British Geological Survey, Crown Copyright), or the intellectual property of third parties, which Wessex Archaeology are able to provide for limited reproduction under the terms of our own copyright licences, but for which copyright itself is non-transferable by Wessex Archaeology. Users remain bound by the conditions of the *Copyright, Designs and Patents Act 1988* with regard to multiple copying and electronic dissemination of such material.



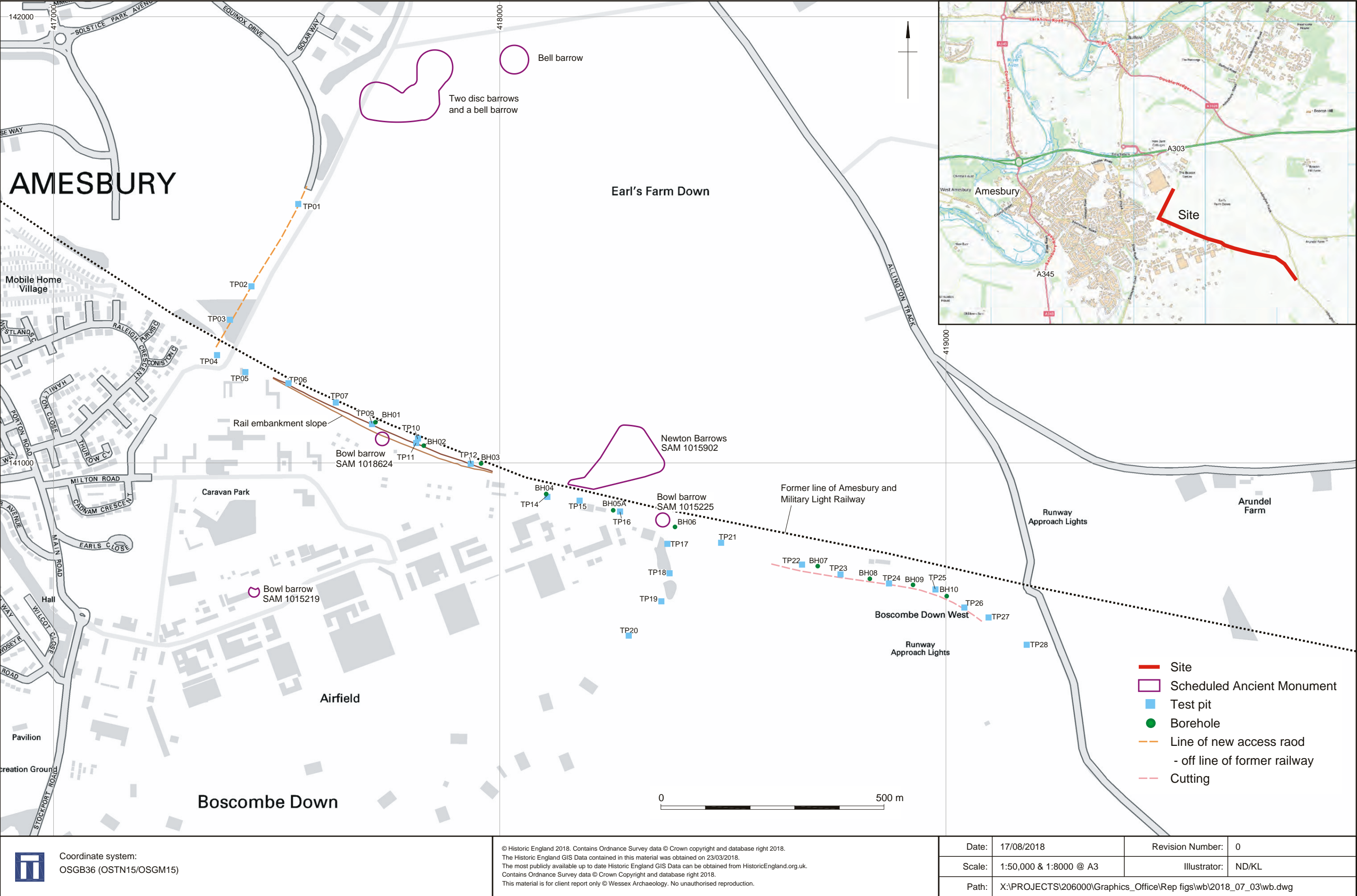
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Site, Test Pit and Borehole Locations

Figure 1





Plate 1: South facing representative section of Test Pit 16, 1.0 m scale



Plate 2: North-west facing section of ditch 306, 1.0 m scale



Plate 3: South-east facing representative section of Test Pit 6, 1.0 m scale



Plate 4: SSW facing representative section of Test Pit 10, 1.0 m scale



Plate 5: North-east facing section of ditch 2205, 1.0 m scale



Plate 6: North-west facing section of feature 2603, 0.5 m scale



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## APPENDIX 1

### Test Pit Tables

NGR coordinates and OD heights taken at centre of each trench; depth bgl = below ground level

<b>Test Pit 1</b>	<b>2.4 m x 0.7 m</b>		<b>NGR 417549 141580</b>	<b>93.7 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
101	Made Ground		Redeposited chalk natural sat atop Terram.	0.00–0.20
102	Natural		Chalk. Area has already been reduced, the exact extent of the truncation is unclear.	0.20-3.00+

<b>Test Pit 2</b>	<b>2.3 m x 0.7 m</b>		<b>NGR 417444 141396</b>	<b>102.4 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
201	Topsoil		Mid brownish grey clay loam. Common flint inclusions, sub-angular, 6-60mm. Moderate compaction. Light rooting. Clear horizon.	0.00–0.70
202	Subsoil		Mid brown clay loam. Moderate chalk inclusions, sub-rounded, 6-20mm. Moderate compaction. Clear horizons.	0.70-0.75
203	Natural		Chalk	0.75-3.00+

<b>Test Pit 3</b>	<b>2.3 m x 0.7 m</b>		<b>NGR 417395 141321</b>	<b>104.9 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
301	Topsoil		Mid brownish grey clay loam. Moderate chalk inclusion, sub-rounded, 6-20mm. Hard compaction. Light rooting. Clear horizon.	0.00-0.20
302	Made Ground		Redeposited chalk natural.	0.20-0.30
303	Buried Topsoil		Mid greyish brown clay loam. Moderate flint/chalk inclusions, sub-angular, 6-60mm. Moderate compaction. Clear horizon.	0.30-0.55
304	Subsoil		Mid brown clay loam. Common chalk inclusions, sub-rounded, 6-60mm. Moderate compaction. Clear horizon.	0.55-0.78
305	Natural		Chalk.	0.78-3.00+
306	Ditch		Only a small portion of the feature revealed within the test pit. Straight, steep sides with a flat base.	
307	Secondary Fill	306	Pale brown silty clay. Common chalk inclusions, sub-rounded, 2-6mm.	

<b>Test Pit 4</b>	<b>4.6 m x 1.1 m</b>		<b>NGR 417366 141240</b>	<b>106.2 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
401	Topsoil		Dark brown clay loam. Sparse chalk inclusions, sub-rounded, 2-6mm. Moderate rooting. Moderate compaction. Clear horizon.	0.00-0.28
402	Subsoil		Mid brown clay loam. Sparse chalk inclusions, sub-rounded, 2-6mm. Moderate rooting. Moderate compaction. Clear horizon.	0.28-0.46
403	Natural		Chalk.	0.46-3.00+

<b>Test Pit 5</b>	<b>5.5 m x 1.6 m</b>		<b>NGR 417429 141204</b>	<b>106.5 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
501	Topsoil		Dark brown clay loam. Moderate gravel inclusions, sub-rounded, 6-20mm. Loose compaction. Moderate rooting. Clear horizon.	0.00-0.30
502	Natural		Chalk.	0.30-3.00+



<b>Test Pit 6</b>	<b>6.4 m x 1.6 m</b>		<b>NGR 417525 141178</b>	<b>107.6 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
601	Topsoil		Mid brownish grey clay loam. Common chalk inclusions, sub-rounded, 2-6mm. Loose compaction. Moderate rooting. Clear horizon.	0.00-0.40
602	Made Ground		Redeposited chalk natural forming the rail embankment.	0.40-1.70
603	Buried Soil		Possible original topsoil layer beneath the embankment. Dark brown clay loam. Common chalk inclusions, sub-rounded, 2-6mm.	1.70-1.80
604	Natural		Chalk.	1.80-3.00+

<b>Test Pit 7</b>	<b>2.6 m x 0.7 m</b>		<b>NGR 417633 141136</b>	<b>109.4 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
701	Topsoil		Mid brown clay loam. Common flint/chalk inclusions, sub-rounded, 6-60mm. Loose compaction. Light rooting. Clear horizon.	0.00-0.24
702	Made Ground		Redeposited chalk natural forming the rail embankment.	0.24-3.0+
			Natural geology not reached	

<b>Test Pit 9</b>	<b>2.7 m x 0.7 m</b>		<b>NGR 417715 141087</b>	<b>110.7 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
901	Topsoil		Mid brown clay loam. Common gravel inclusions, sub-angular, 20-60mm. Loose compaction. Light rooting. Clear horizon.	0.00-0.28
902	Made Ground		Redeposited chalk natural forming the rail embankment.	0.28-0.60
903	Made Ground		Black crush, possibly rail ballast.	0.60-0.67
904	Made Ground		Redeposited chalk natural forming the rail embankment.	0.67-3.00+
			Natural geology not reached	

<b>Test Pit 10</b>	<b>2.2 m x 0.7 m</b>		<b>NGR 417817 141053</b>	<b>112.5 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
1001	Topsoil		Mid brownish grey clay loam. Common chalk inclusions, sub-rounded, 2-6mm. Loose compaction. Light rooting. Clear horizon.	0.00-0.35
1002	Made Ground		Black crush, possible rail ballast.	0.35-0.40
1003	Made Ground		Redeposited soil and chalk natural.	0.40-0.56
1004	Made Ground		Redeposited chalk natural forming the rail embankment.	0.56-3.00+
			Natural geology not reached	

<b>Test Pit 11</b>	<b>2.4 m x 0.7 m</b>		<b>NGR 417813 141044</b>	<b>112.6 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
1101	Topsoil		Mid brownish grey clay loam. Common gravel inclusions, sub-angular, 6-20mm. Loose compaction. Light rooting. Clear horizon.	0.00-0.32
1102	Made Ground		Black crush, possible rail ballast.	0.32-0.40
1103	Made Ground		Redeposited soil and chalk mix.	0.40-0.50
1104	Made Ground		Redeposited chalk natural forming the rail embankment.	0.50-3.00+
			Natural geology not reached	



<b>Test Pit 12</b>	<b>2.6 m x 0.7 m</b>		<b>NGR 417936 140997</b>	<b>114.8 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
1201	Topsoil		Mid brownish grey clay loam. Moderate gravel inclusions, sub-rounded, 6-20mm. Loose compaction. Light rooting. Clear horizon.	0.00-0.30
1202	Made Ground		Redeposited chalk natural forming the rail embankment.	0.30-2.30 (N edge) 0.30-2.70 (S edge)
1203	Buried Soil		Possible evidence of an earlier bank predating the embankment. Mid brown clay. Common chalk inclusions, sub-rounded, 2-6mm.	2.30-2.40 (N edge) 2.70-2.80 (S edge)
1204	Made Ground		Redeposited chalk natural forming the embankment.	2.40-3.00+ (N edge) 2.80-3.00+ (S edge)
			Natural geology not reached	

<b>Test Pit 14</b>	<b>5.6 m x 1.7 m</b>		<b>NGR 418107 140926</b>	<b>124.4 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
1401	Topsoil		Mid brownish grey clay loam. Common chalk inclusions, sub-rounded, 6-20mm. Loose compaction. Light rooting. Clear horizon.	0.00-0.34
1402	Made Ground		Mix of redeposited soil and chalk.	0.34-0.44
1403	Buried Soil		Mid brown clay loam. Moderate chalk/flint inclusions, sub-rounded, 6-60mm. Moderate compaction. Light rooting.	0.44-0.72
1404	Natural		Chalk.	0.72-3.00+

<b>Test Pit 15</b>	<b>2.0 m x 0.7 m</b>		<b>NGR 418179 140914</b>	<b>126.2 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
1501	Topsoil		Mid brown clay loam. Abundant modern demolition material.	0.00-0.40
1502	Made Ground		Concrete slab	0.40+
			Natural Geology not reached due to concrete	

<b>Test Pit 16</b>	<b>2.2 m x 0.7 m</b>		<b>NGR 418270 140890</b>	<b>127.2 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
1601	Topsoil		Mid brownish grey clay loam. Moderate chalk inclusions, sub-rounded, 2-60mm. Loose compaction. Moderate rooting. Clear horizon.	0.00-0.25
1602	Natural		Chalk.	0.25-3.00+



<b>Test Pit 17</b>	<b>2.3 m x 0.7 m</b>		<b>NGR 418375 140819</b>	<b>126.5 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
1701	Topsoil		Mid greyish brown clay loam. Moderate flint/chalk inclusions, sub-rounded, 6-60mm. Loose compaction. Moderate rooting. Clear horizon.	0.00-0.28
1702	Natural		Chalk.	0.28-3.00+

<b>Test Pit 18</b>	<b>2.2 m x 0.7 m</b>		<b>NGR 418381 140753</b>	<b>125.1 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
1801	Topsoil		Mid greyish brown clay loam. Moderate flint/chalk inclusions, sub-rounded, 6-60mm. Loose compaction. Heavy rooting. Clear horizon.	0.00-0.26
1802	Natural		Chalk.	0.26-3.00+

<b>Test Pit 19</b>	<b>2.2 m x 0.7 m</b>		<b>NGR 418361 140690</b>	<b>123.4 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
1901	Topsoil		Mid greyish brown clay loam. Common chalk inclusions, sub-rounded, 2-6mm. Moderate flint inclusions, sub-angular, 6-60mm. Loose compaction. Light rooting. Clear horizon.	0.00-0.26
1902	Natural		Chalk.	0.26-3.00+

<b>Test Pit 20</b>	<b>2.4 m x 1.4 m</b>		<b>NGR 418289 140613</b>	<b>121.2 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
2001	Topsoil		Mid greyish brown clay loam. Moderate flint/chalk inclusions, sub-rounded, 6-60mm. Loose compaction. Light rooting. Clear horizon.	0.00-0.34
2002	Made Ground		Concrete.	0.34-0.38
2003	Natural		Chalk.	0.38-3.00+

<b>Test Pit 21</b>	<b>2.1 m x 0.7 m</b>		<b>NGR 418496 140821</b>	<b>126.3 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
2101	Topsoil		Mid greyish brown clay loam. Moderate chalk inclusions, sub-rounded, 2-6mm. Loose compaction. Moderate rooting. Clear horizon.	0.00-0.36
2102	Natural		Chalk.	0.36-3.00+





<b>Test Pit 22</b>	<b>2.3 m x 0.7 m</b>		<b>NGR 418678 140772</b>	<b>125.7 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
2201	Topsoil		Mid greyish brown clay loam. Common chalk inclusions, sub-rounded, 2-6mm. Loose compaction. Moderate rooting. Clear horizon.	0.00-0.44
2202	Made Ground		Redeposited chalk natural.	0.44-0.80
2203	Made Ground		Mid brown clay loam. Moderate gravel/chalk inclusions, sub-rounded, 2-20mm. Moderate compaction.	0.80-1.10
2204	Natural		Chalk.	1.10-3.00+
2205	Ditch		Possible ditch that terminates within the test pit. Only a very small portion revealed, appears modern. Steep, straight sides with a concave base.	
2206	Deliberate Backfill	2205	Mid brown clay loam. Moderate gravel/chalk inclusions, sub-rounded, 2-20mm. Appears to be the same material and layer 2203.	

<b>Test Pit 23</b>	<b>2.3 m x 0.7 m</b>		<b>NGR 418764 140751</b>	<b>123.8 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
2301	Topsoil		Mid greyish brown clay loam. Common chalk inclusions, sub-rounded, 2-20mm. Loose compaction. Moderate rooting. Clear horizon.	0.00-0.34
2302	Natural		Chalk.	0.34-3.00+

<b>Test Pit 24</b>	<b>2.1 m x 0.7 m</b>		<b>NGR 418872 140731</b>	<b>122.9 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
2401	Topsoil		Mid greyish brown clay loam. Moderate chalk inclusions, sub-rounded, 2-20mm. Loose compaction. Moderate rooting. Clear horizon.	0.00-0.44
2402	Natural		Chalk.	0.44-3.00+

<b>Test Pit 25</b>	<b>2.1 m x 1.3 m</b>		<b>NGR 418977 140717</b>	<b>121.6 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
2501	Topsoil		Mid greyish brown clay loam. Moderate chalk inclusions, sub-rounded, 2-6mm. Loose compaction. Moderate rooting. Clear horizon.	0.00-0.34
2502	Natural		Chalk.	0.34-3.00+



<b>Test Pit 26</b>	<b>2.2 m x 1.3 m</b>		<b>NGR 419042 140674</b>	<b>119.6 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
2601	Topsoil		Mid greyish brown clay loam. Moderate chalk inclusions, sub-rounded, 2-6mm. Loose compaction. Moderate rooting. Clear horizon.	0.00-0.21
2602	Subsoil		Mid brown silty clay. Moderate chalk inclusions, sub-rounded, 2-6mm. Moderate compaction.	0.21-0.45
2603	Ditch		Feature of unknown date. Possible pit or ditch, too little exposed to know.	
2604	Secondary Fill	2603	Mid brown silty clay. Common chalk inclusions, sub-rounded, 2-60mm.	
2605	Natural		Chalk.	0.45-3.00+

<b>Test Pit 27</b>	<b>1.8 m x 0.7 m</b>		<b>NGR 419096 140653</b>	<b>118.0 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
2701	Topsoil		Mid greyish brown clay loam. Sparse chalk inclusions, sub-rounded, 2-6mm. Loose compaction. Moderate rooting. Clear horizon.	0.00-0.25
2702	Subsoil		Mid brown silty clay. Moderate chalk inclusions, sub-rounded, 2-20mm. Moderate compaction.	0.25-0.36
2703	Natural		Chalk.	0.36-3.00+

<b>Test Pit 28</b>	<b>2.1 m x 0.7 m</b>		<b>NGR 419182 140592</b>	<b>114.7 m OD</b>
<b>Context</b>	<b>Interpretation</b>	<b>Fill of</b>	<b>Description</b>	<b>Depth bgl (m)</b>
2801	Topsoil		Mid greyish brown clay loam. Sparse chalk inclusions, sub-rounded, 2-6mm. Loose compaction. Moderate rooting. Clear horizon.	0.00-0.25
2802	Subsoil		Mid brown silty clay. Moderate chalk inclusions, sub-rounded, 2-20mm. Moderate compaction.	0.25-0.46
2803	Natural		Chalk.	0.46-3.00+



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