
ARCHAEOLOGICAL SOLUTIONS LTD

**CAR PARK SITE, HAMPTON COURT, WESTWOOD,
PETERBOROUGH**

AN ARCHAEOLOGICAL EVALUATION

Event No. PCC HER 54081

Authors:	Gareth Barlow (Fieldwork and report) Kathren Henry (Graphics)	
NGR: TF 17398 00627		Report No: 5383
District: Peterborough City		Site Code: AS1886
Approved:		Project No: 7037
Claire Halpin MCIfA		Date: June 2017

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ARCHAEOLOGICAL SOLUTIONS LTD

**Unit 6, Brunel Business Court, Eastern Way,
Bury St Edmunds IP32 7AJ
Tel 01284 765210**

**P I House, Rear of 23 Clifton Road, Shefford,
Bedfordshire, SG17 5AF
Tel: 01462 850483**

**e-mail info@ascontracts.co.uk
www.archaeologicalsolutions.co.uk**



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OASIS SUMMARY SHEET

Project details			
Project name	<i>Car Park Site, Hampton Court, Westwood, Peterborough</i>		
<p><i>In June 2017 Archaeological Solutions (AS) carried out an archaeological evaluation of land at Hampton Court, Westwood, Peterborough (NGR TF 17398 00627). The evaluation was undertaken in compliance with a planning condition attached to planning permission for a new residential development of 16 affordable dwellings with associated external works and parking, refurbishment and alteration to Hampton Court shopping area Planning Approval Ref. 16/02184/R4FUL). The evaluation was required based on advice issued by the Peterborough City Council Archaeologist (PCC), and it represents the initial requirement.</i></p> <p><i>The evaluation revealed that the natural was directly overlain by made ground deposits and this indicates that the site is partially truncated. Two ditches were recorded during the evaluation (F1005 (Trench 2) and F1008 (Trench 1). Ditch F1005 (Trench 2) was undated. It was broadly coincidental with a field division recorded on OS maps dating from 1889 – 1947 (Figs. 6 – 10). Ditch F1008 (Trench 1) contained no finds but its loose mixed fill was suggestive of a modern date, and it may have been associated with the former RAF Westwood site (Figs. 11-12).</i></p>			
Project dates (fieldwork)	<i>June 2017</i>		
Previous work (Y/N/?)	<i>N</i>	Future work (Y/N/?)	<i>TBC</i>
P. number	<i>7037</i>	Site code	<i>AS1886</i>
Type of project	<i>An Archaeological Evaluation</i>		
Site status	<i>-</i>		
Current land use	<i>Former car park</i>		
Planned development	<i>Residential</i>		
Main features (+dates)	<i>Undated ditch, ?modern ditch</i>		
Significant finds (+dates)	<i>None</i>		
Project location			
County/ District/ Parish	<i>Cambridgeshire</i>	<i>Peterborough</i>	<i>Westwood</i>
HER/ SMR for area	<i>Peterborough HER</i>		
Post code (if known)	<i>PE3 7LD</i>		
Area of site	<i>0.33ha.</i>		
NGR	<i>TF 17398 00627</i>		
Height AOD (min/max)	<i>c.16m</i>		
Project creators			
Brief issued by	<i>Peterborough City Council Archaeologist</i>		
Project supervisor/s (PO)	<i>Archaeological Solutions Ltd</i>		
Funded by	<i>Burmor Construction</i>		
Full title	<i>Car Park Site, Hampton Court, Westwood, Peterborough. An Archaeological Evaluation</i>		
Authors	<i>Barlow, G.</i>		
Report no.	<i>5383</i>		
Date (of report)	<i>June 2017</i>		

CAR PARK SITE, HAMPTON COURT, WESTWOOD, PETERBOROUGH

AN ARCHAEOLOGICAL EVALUATION

SUMMARY

In June 2017 Archaeological Solutions (AS) carried out an archaeological evaluation of land at Hampton Court, Westwood, Peterborough (NGR TF 17398 00627). The evaluation was undertaken in compliance with a planning condition attached to planning permission for a new residential development of 16 affordable dwellings with associated external works and parking, refurbishment and alteration to Hampton Court shopping area Planning Approval Ref. 16/02184/R4FUL). The evaluation was required based on advice issued by the Peterborough City Council Archaeologist (PCC), and it represents the initial requirement.

The site lies within an area of archaeological potential on the former Westwood Airfield, much of which has now been developed for housing. The former RAF Westwood was established before WWII and was used as a pilot training base. Little in the way of archaeological investigation has taken place in this area. The site thus had a potential for further archaeological remains to survive in areas where previous truncation has not taken place.

The evaluation revealed that the natural was directly overlain by made ground deposits and this indicates that the site is partially truncated. Two ditches were recorded during the evaluation (F1005 (Trench 2) and F1008 (Trench 1). Ditch F1005 (Trench 2) was undated. It was broadly coincidental with a field division recorded on OS maps dating from 1889 – 1947 (Figs. 6 – 10). Ditch F1008 (Trench 1) contained no finds but its loose mixed fill was suggestive of a modern date, and it may have been associated with the former RAF Westwood site (Figs. 11-12).

1 INTRODUCTION

1.1 In June 2017 Archaeological Solutions (AS) carried out an archaeological evaluation of land at Hampton Court, Westwood, Peterborough (NGR TF 17398 00627; Figs. 1 & 2). The evaluation was undertaken in compliance with a planning condition attached to planning permission for a new residential development of 16 affordable dwellings with associated external works and parking, refurbishment and alteration to Hampton Court shopping area Planning Approval Ref. 16/02184/R4FUL). The evaluation was required based on advice

issued by the Peterborough City Council Archaeologist (PCC), and it represents the initial requirement.

1.2 The evaluation was undertaken in accordance with advice issued by the Peterborough City Council Archaeologist (PCC) (dated 29/11/2016), and a brief issued by PCC, *Brief for Archaeological Evaluation, Car Park, Hampton Court, Westwood, Peterborough*, dated 16/01/17 and a written scheme of investigation (specification) prepared by AS (dated 06/02/2017) and approved by PCC. The project conformed to the Chartered Institute for Archaeologists (CIfA) *Code of Conduct and Standard and Guidance for Archaeological Field Evaluation* (2014).

1.3 The evaluation aimed to determine the location, extent, date, character, condition, significance and quality of any surviving archaeological remains liable to be threatened by the proposed development.

Planning policy context

1.4 The National Planning Policy Framework (NPPF 2012) states that those parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest are heritage assets. The NPPF aims to deliver sustainable development by ensuring that policies and decisions that concern the historic environment recognise that heritage assets are a non-renewable resource, take account of the wider social, cultural, economic and environmental benefits of heritage conservation, and recognise that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term. The NPPF requires applications to describe the significance of any heritage asset, including its setting that may be affected in proportion to the asset's importance and the potential impact of the proposal.

1.5 The NPPF aims to conserve England's heritage assets in a manner appropriate to their significance, with substantial harm to designated heritage assets (i.e. listed buildings, scheduled monuments) only permitted in exceptional circumstances when the public benefit of a proposal outweighs the conservation of the asset. The effect of proposals on non-designated heritage assets must be balanced against the scale of loss and significance of the asset, but non-designated heritage assets of demonstrably equivalent significance may be considered subject to the same policies as those that are designated. The NPPF states that opportunities to capture evidence from the historic environment, to record and advance the understanding of heritage assets and to make this publicly available is a requirement of development management. This opportunity should be taken in a manner proportionate to the significance of a heritage asset and to impact of the proposal, particularly where a heritage asset is to be lost.

2 DESCRIPTION OF THE SITE

2.1 The site lies on the eastern side of Hartwell Way at Westwood in the western part of Peterborough west of Gresley Way and it comprises an existing car park for Hampton Court shopping area. It extends to some 0.33ha. and it is proposed to erect 16 new affordable houses and flats.

3 TOPOGRAPHY, GEOLOGY AND SOILS

3.1 The site lies within the valley of the River Nene. The surrounding relief is thus flat and low lying, with the site located at approximately 18m AOD. The site is also located upon a solid geology of Cornbrash Formation limestone (BGS 2015), which is overlain by a drift geology of alluvial sandy silt. Soils of the area comprise those of the Sherborne Association, which are described as shallow, well-drained, brashy calcareous clayey soils over limestone (SSEW 1983).

4 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

4.1 Early prehistoric evidence from the Peterborough is attested by find spots of Palaeolithic stone tools from the glacial drift deposits of the Nene Valley. Levallois flakes were found near Westwood Bridge, which lies to the east, in the late 19th century.

4.2 A Roman settlement was excavated in 1972 at Westwood. Further Roman evidence is known from a villa complex in the vicinity of the site and the area was served by a network of Roman roads, including Ermine Street and the Fen Causeway.

4.3 Peterborough was established as a monastic settlement around the mid 7th century AD, which was possibly founded by a Mercian King called Paeda and was subsequently destroyed by Viking raiders in AD 870. The site itself lies far beyond the historic core of the city. The village of Marholm, which lies to the north-west, formed part of the lands of the Abbot of Ramsey. The wider area was dominated by Milton Hall, which was constructed for the Fitzwilliam family in 1594.

4.4 Development of the area surrounding the site began from 1844 and the establishment of the Great Northern Railway, which lies to the east. The railway created for its workers the residential area of New England, which remains to the north-east, while the western side of the railway line, which incorporates the site, remained predominately undeveloped until the mid 20th century. An exception was the Baker Perkins Engineering Westwood Works which were built in the early 20th century.

4.5 The site lies within the area of the former Westwood Airfield, much of which has now been developed for modern housing. The former RAF Westwood was established in 1932 before WWII and was used as a pilot training base. Little in the way of archaeological investigation has taken place in this area, although historic cartographic sources and aerial photographs attest to a complex of airfield buildings to the west of the site by 1951. Westwood Airfield is also shown as having included a number of linear features; trackways or runways.

5 METHODOLOGY

5.1 Four trenches, 20m x 1.8m, were excavated using a mechanical excavator fitted with a toothless ditching bucket (Figs. 3 - 4).

5.2 The topsoil was removed using a mechanical excavator fitted with a toothless ditching bucket. All subsequent excavation was undertaken by hand. Exposed sections were cleaned and examined for archaeological features. Deposits were recorded using *pro forma* recording sheets, drawn to scale and photographed as appropriate.

5.3 Open trenches and excavated spoil were manually / visually searched and scanned by metal detector to enhance the recovery of archaeological finds.

6 DESCRIPTION OF RESULTS

6.1 The individual trench descriptions are presented below:

Trench 1 (Figs. 3 - 5)

Sample section 1A 0.00 = 16.23m AOD		
0.00 – 0.07m	L1000	Car park surface. Tarmac
0.07 – 0.38m	L1001	Made Ground. Compact, pale yellow brown, silty sand.
0.38 - 0.40m	L1002	Made Ground. Firm, mid orange brown, silty very coarse sand
0.40 – 0.45m	L1003	Made Ground. Compact, very dark grey silty coarse sand
0.45m +	L1004	Natural. Compact, pale orange brown sandy silt with frequent small, medium and large angular and sub angular limestone

Sample section 1B 0.00 = 16.25m AOD		
0.00 – 0.08m	L1000	Car park surface. Tarmac
0.08 – 0.42m	L1001	Made Ground. As above
0.42 - 0.56m	L1002	Made Ground. As above

0.56m+	L1003	Made Ground. As above
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Description: Trench 1 contained ?modern Ditch F1008

Ditch F1008 was linear in plan (4.00m+ x 1.80m x 0.51m), orientated NW/SE. It had steep sides and a flattish base. Its fill, L1009, was a mix of mid brown orange silty clay and dark grey brown clayey silt with frequent large fragments of limestone. It contained no finds but its loose, mixed fill was suggestive of a modern date.

Trench 2 (Figs. 3 - 5)

Sample section 2A 0.00 = 16.12m AOD		
0.00 – 0.08m	L1000	Car park surface. As above.
0.08 – 0.42m	L1001	Made Ground. As above.
0.42 - 0.56m	L1002	Made Ground. As above.
0.56 – 0.60m	L1003	Made Ground. As above.
0.60m +	L1004	Natural. As above.

Sample section 2B 0.00 = m AOD		
0.00 – 0.08m	L1000	Car park surface. As above
0.08 – 0.42m	L1001	Made Ground. As above
0.42 - 0.50m	L1002	Made Ground. As above
0.50 – 0.58m	L1003	Made Ground. As above
0.58m+	L1004	Natural. As above

Description: Trench 2 contained undated Ditch F1005.

Ditch F1005 was linear in plan (20.00m+ x 1.20m+ x 0.48m), orientated E/W. It had irregular steep sides and a flattish base. Its basal fill, L1006, was a soft, light bluish grey silty clay with occasional angular chalk. It contained no finds. Its upper fill, L1007, was a soft, light bluish orange silty clay, and it also contained no finds.

Trench 3 (Figs. 3 & 4)

Sample section 3A 0.00 = 16.21m AOD		
0.00 – 0.08m	L1000	Car park surface. As above.
0.08 – 0.39m	L1001	Made Ground. As above.
0.39 - 0.54m	L1002	Made Ground. As above.
0.54 – 0.58m	L1003	Made Ground. As above.
0.58m +	L1004	Natural. As above.

Sample section 3B 0.00 = 16.28m AOD		
0.00 – 0.08m	L1000	Car park surface. As above
0.08 – 0.41m	L1001	Made Ground. As above
0.41 - 0.49m	L1002	Made Ground. As above
0.49 – 0.53m	L1003	Made Ground. As above
0.53m +	L1004	Natural. As above

Description: Trench 3 contained no archaeological features or finds.

Trench 4 (Figs. 3 & 5)

Sample section 4A 0.00 = 16.22m AOD		
0.00 – 0.08m	L1000	Car park surface. As above.
0.08 – 0.33m	L1001	Made Ground. As above.
0.33 - 0.40m	L1002	Made Ground. As above.
0.40 – 0.48m	L1003	Made Ground. As above.
0.48m +	L1004	Natural. As above.

Sample section 4B 0.00 = 16.31m AOD		
0.00 – 0.08m	L1000	Car park surface. As above
0.08 – 0.38m	L1001	Made Ground. As above
0.38 - 0.45m	L1002	Made Ground. As above
0.45 – 0.52m	L1003	Made Ground. As above
0.52m+	L1004	Natural. As above

Description: Trench 4 contained no archaeological features or finds.

7 CONFIDENCE RATING

7.1 It is not felt that any factors inhibited the recognition of archaeological features or finds.

8 DEPOSIT MODEL

8.1 The site was overlain by a car park surface, L1000 (0.08m thick). L1000 overlay a series of made ground layers (L1001, L1002 and L1003; 0.38 – 53m thick). The made ground directly overlay the natural, L1004, a compact, pale orange brown sandy silt with frequent small, medium and large angular and sub angular limestone.

9 DISCUSSION

9.1 The natural was directly overlain by made ground deposits and this indicates that the site is partially truncated.

9.2 Two ditches were recorded during the evaluation (F1005 (Trench 2) and F1008 (Trench 1)).

9.3 Ditch F1005 (Trench 2) was undated. It was broadly coincidental with a field division recorded on OS maps dating from 1889 – 1947 (Figs. 6 – 10).

9.4 Ditch F1008 (Trench 1) contained no finds but its loose mixed fill was suggestive of a modern date. It may have been associated with the former RAF Westwood site (Figs. 11 - 12).

10 DEPOSITION OF THE ARCHIVE

10.1 Archive records, with an inventory, will be deposited with any donated finds from the site at Peterborough Museum and Art Gallery. The archive will be quantified, ordered, indexed, cross-referenced and checked for internal consistency.

ACKNOWLEDGEMENTS

Archaeological Solutions would like to thank Mr Patrick Burke of Burmor Construction for funding the project and for his assistance. AS would also like to acknowledge Cross Keys Homes Ltd.

AS would also like to acknowledge the input and advice of Dr Rebecca Casa Hasson, Peterborough City Council Archaeologist.

AS would also like to acknowledge the PCC Historic Environment Record for provision of database information.

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PHOTOGRAPHIC INDEX



1
Trench 1 looking north-west



2
Ditch 1008 in Trench 1



3
Trench 2 looking north-east



4
Ditch segment 1005A in Trench 2



5
Ditch segment 1005B in Trench 2



6
Sample section 1A



7
Sample section 2A



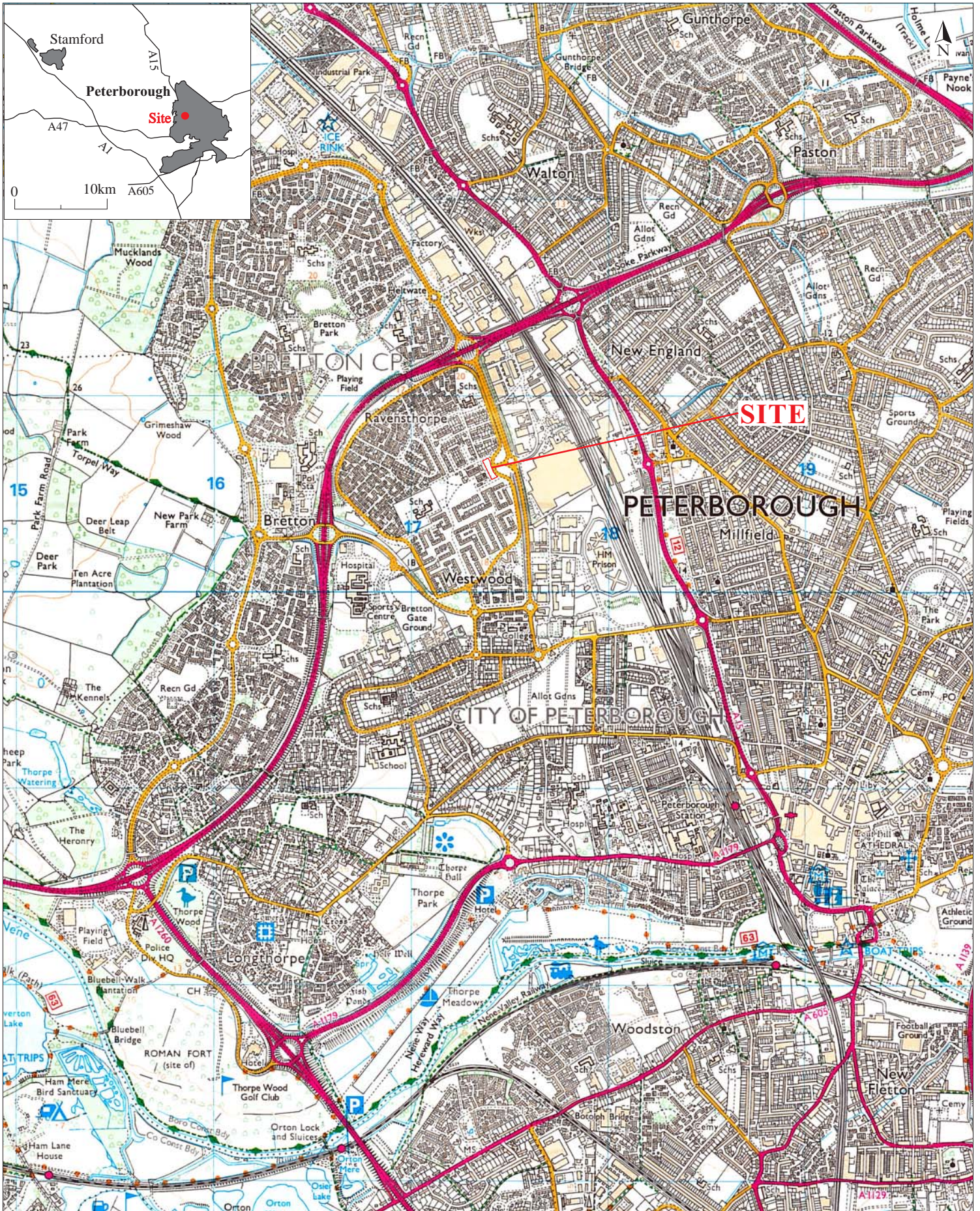
8
Sample section 3A



9
Sample section 4A

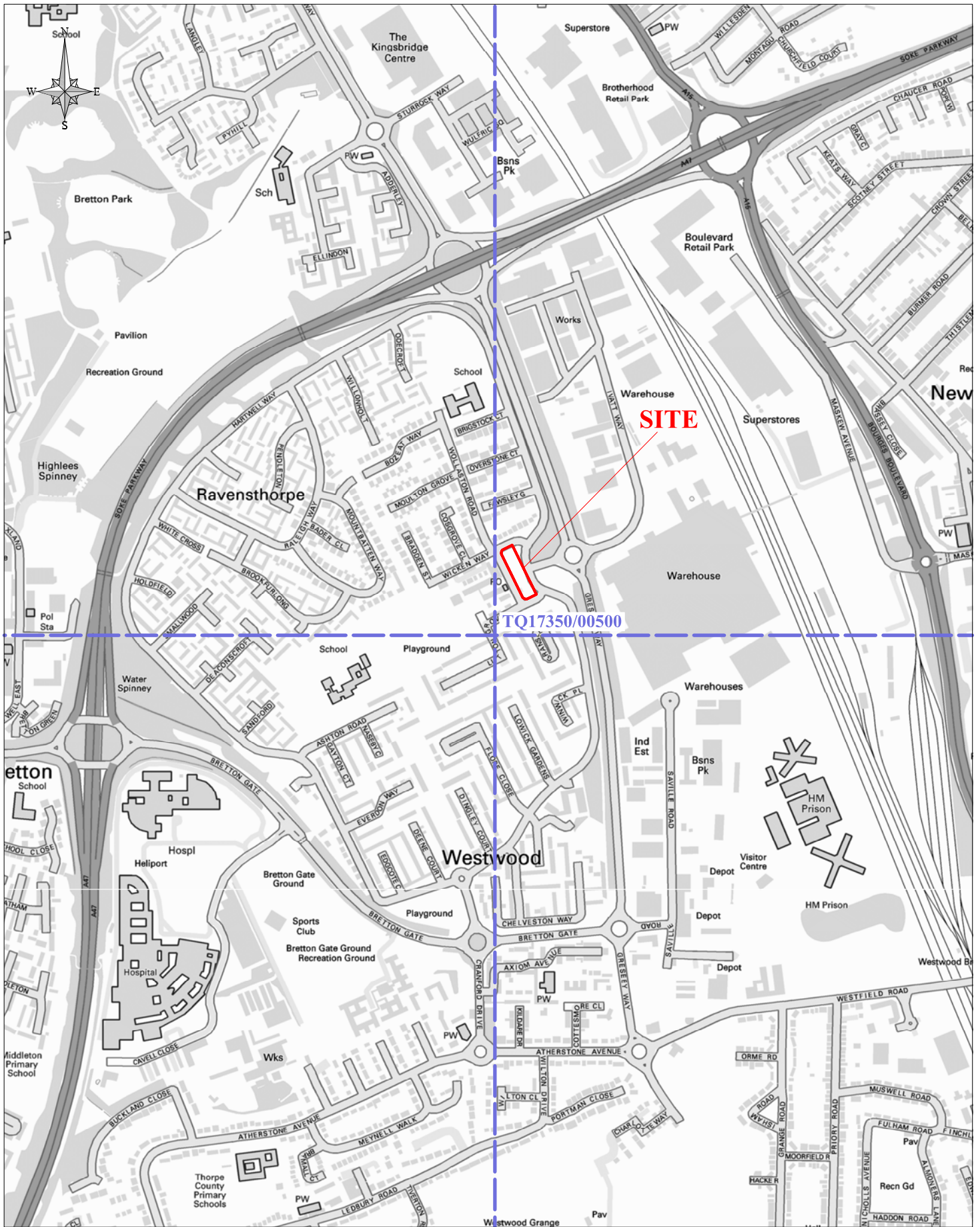


10
Sample section 4B



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Fig. 1 Site location plan
 Scale 1:25,000 at A4
 Hampton Court, Peterborough, Cambridgeshire (P7037)



Contains Ordnance Survey data ©
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0 750m

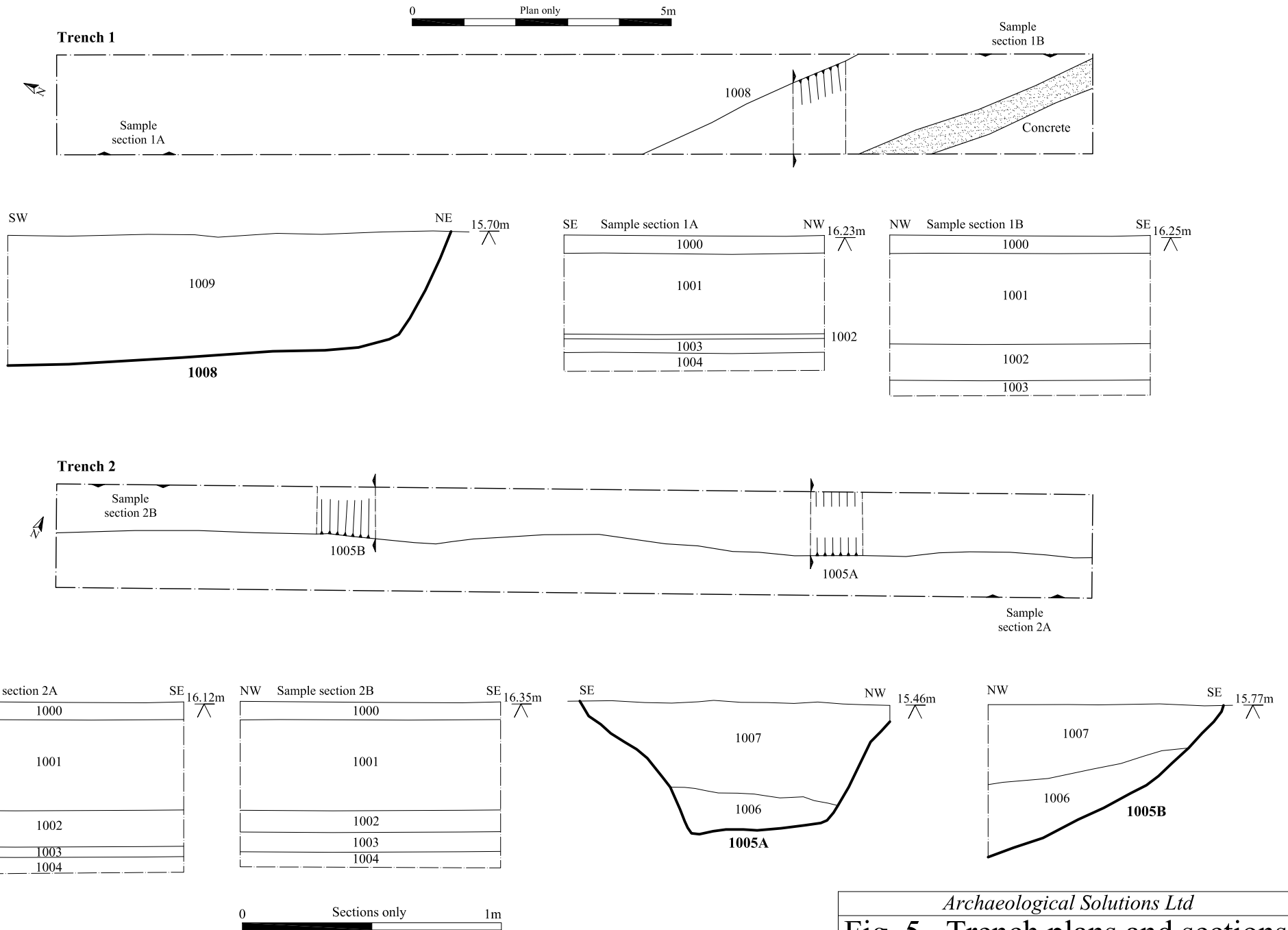
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Fig. 2 Detailed site location plan
 Scale 1:10,000 at A4
 Hampton Court, Peterborough, Cambs (P7037)



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Fig. 3 Trench location plan
Scale 1:800 at A4
Hampton Court, Peterborough, Cambs (P7037)



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Fig. 4 Proposed development plan
Scale 1:800 at A4
Hampton Court, Peterborough, Cambs (P7037)

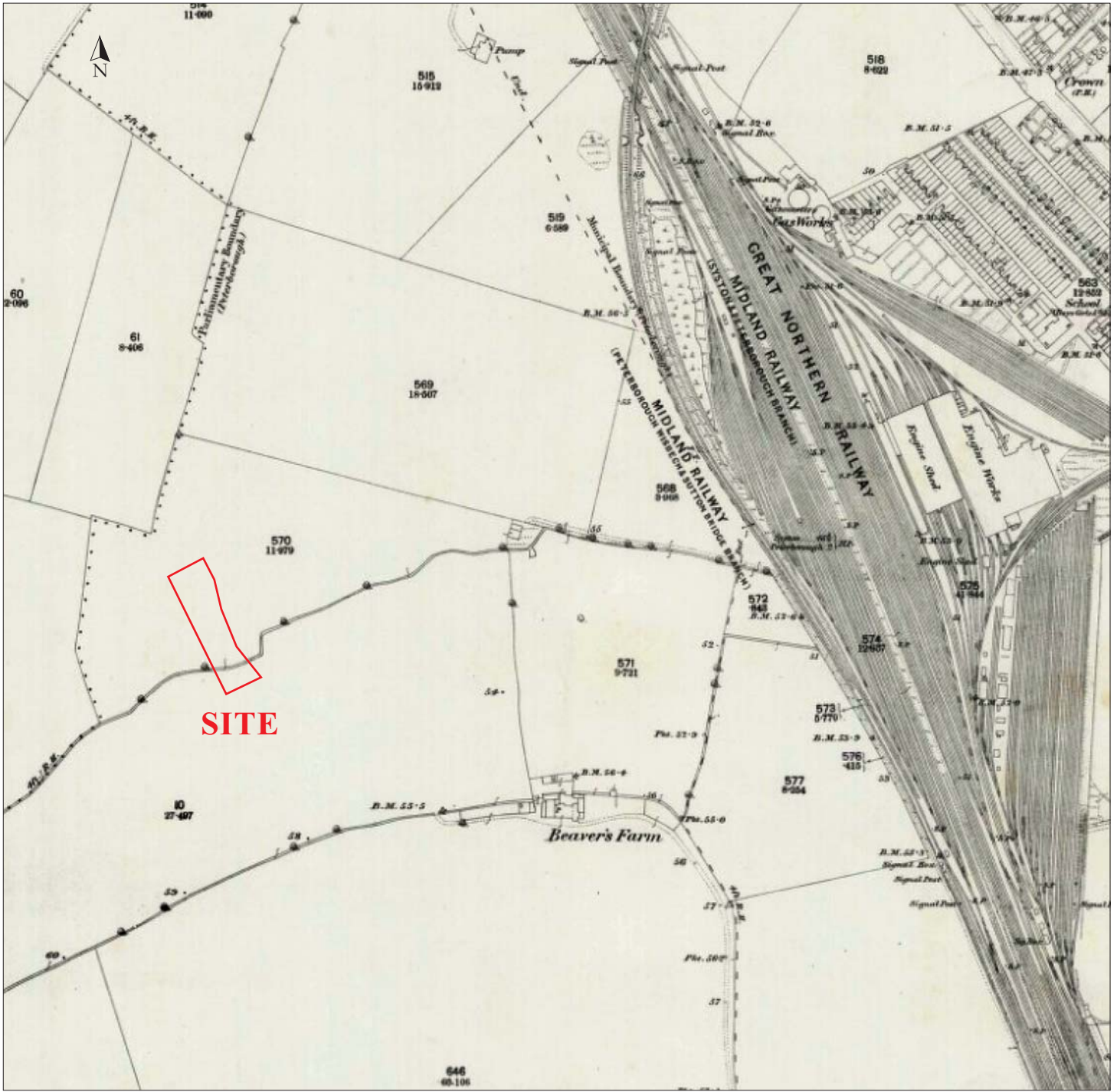


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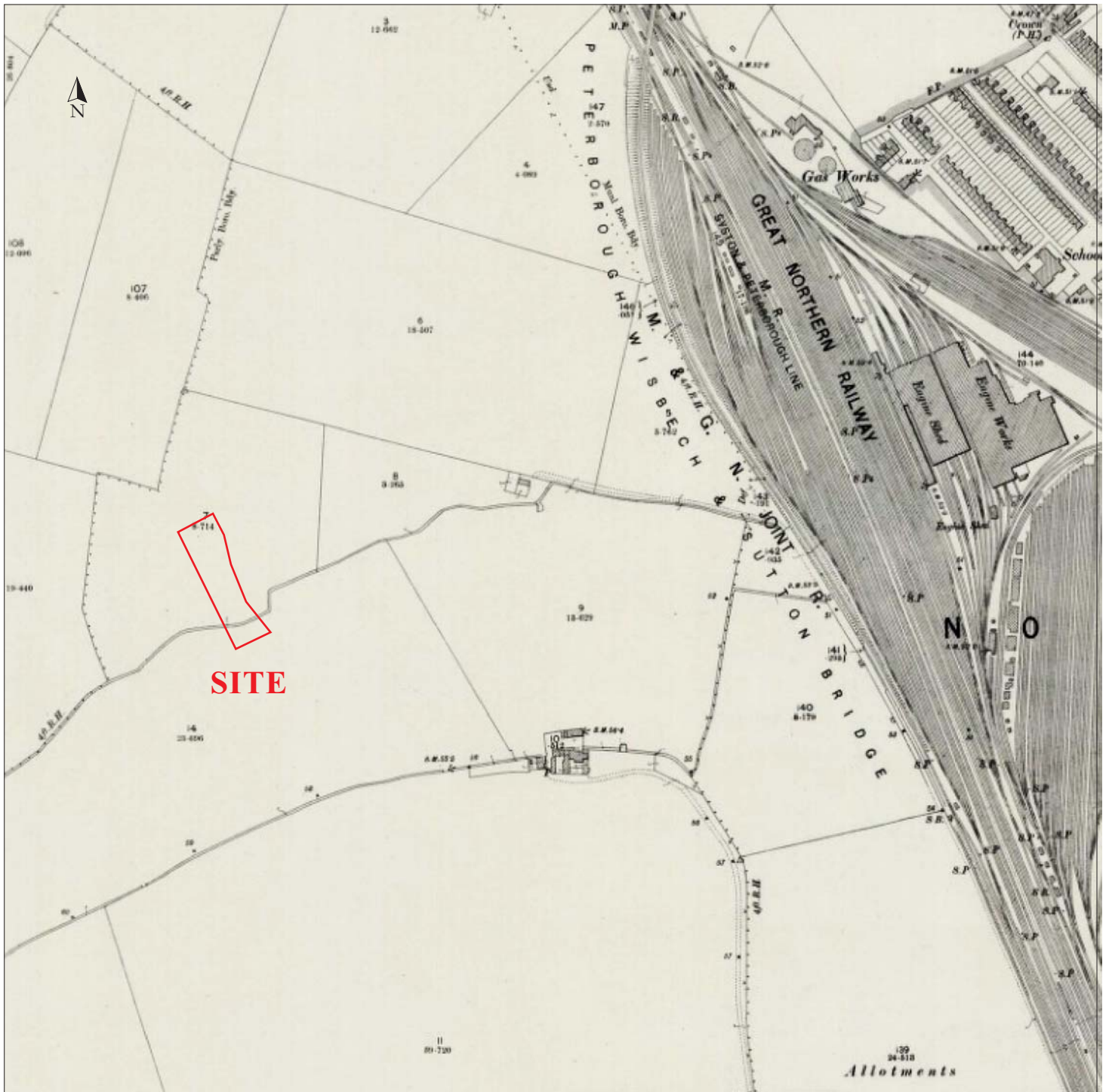
Fig. 5 Trench plans and sections

Scale 1:800 at A4

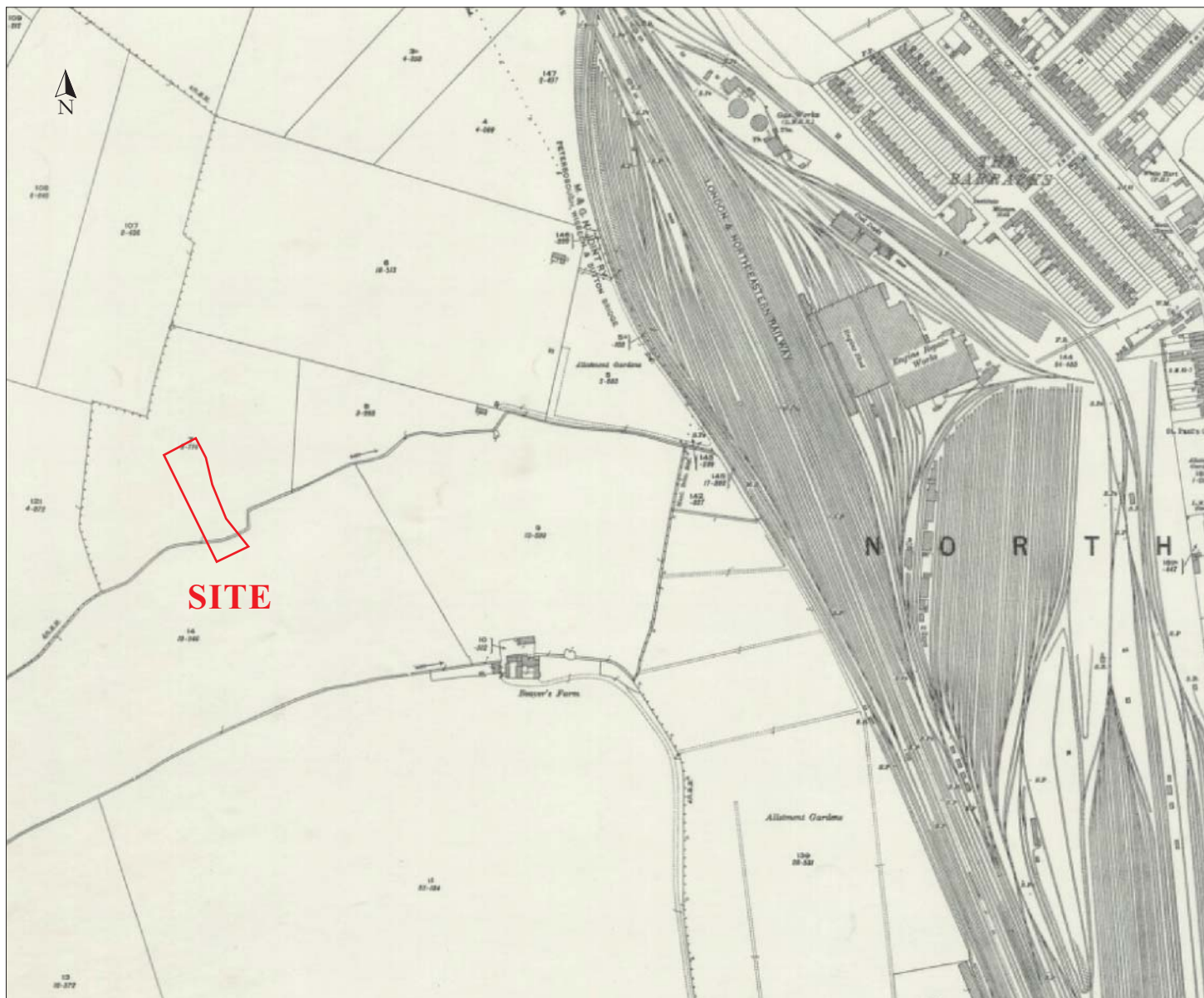
Hampton Court, Peterborough, Cambs (P7037)



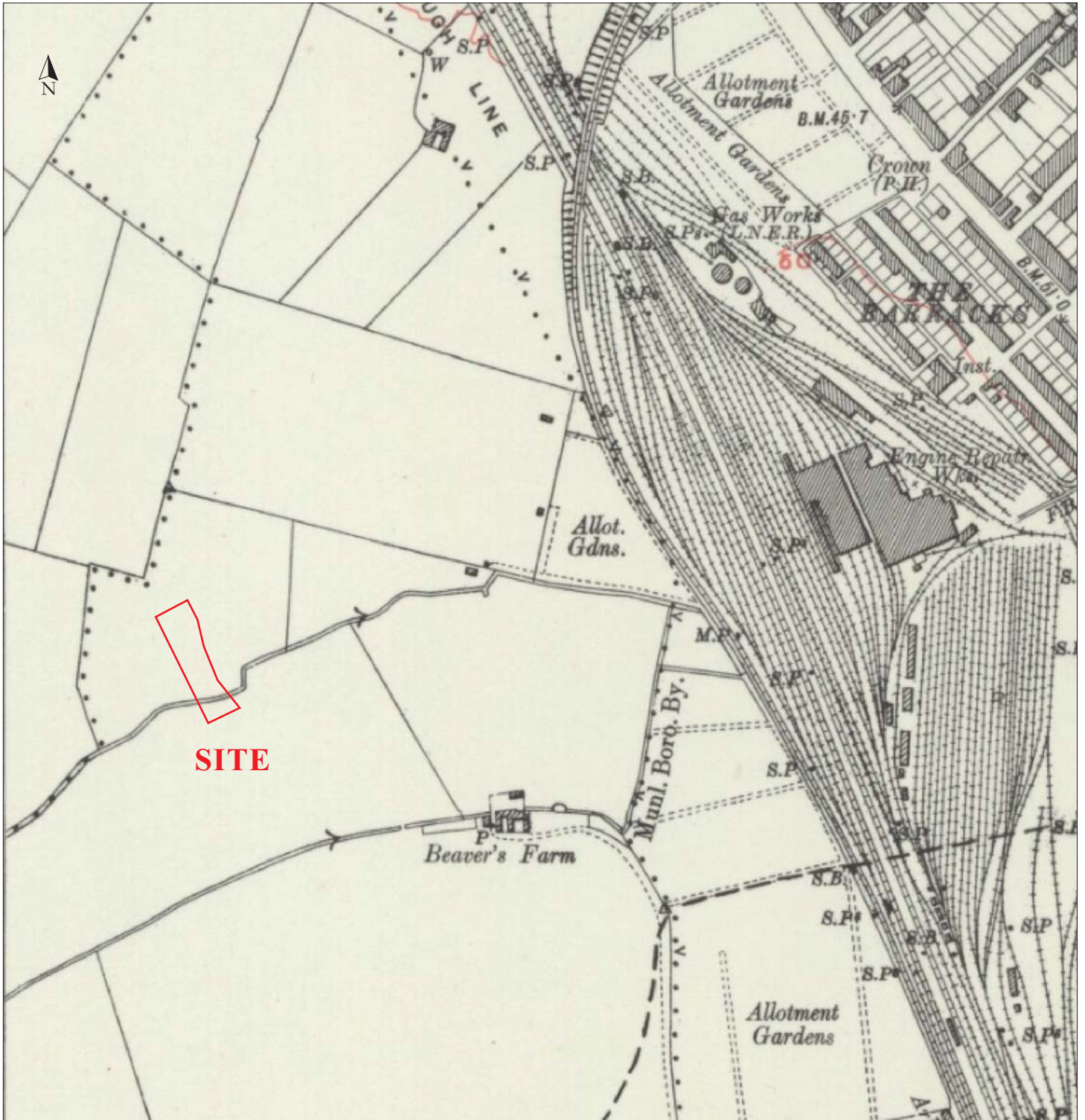
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Fig. 6 OS map, 1889
Not to scale
Hampton Court, Peterborough, Cambridgeshire (P7037)



<i>Archaeological Solutions Ltd</i>
Fig. 7 OS map, 1901
Not to scale
Hampton Court, Peterborough, Cambridgeshire (P7037)



<i>Archaeological Solutions Ltd</i>
Fig. 8 OS map, 1926
Not to scale
Hampton Court, Peterborough, Cambridgeshire (P7037)



<i>Archaeological Solutions Ltd</i>
Fig. 9 OS map, 1933
Not to scale
Hampton Court, Peterborough, Cambridgeshire (P7037)



<i>Archaeological Solutions Ltd</i>
Fig. 10 OS map, 1947
Not to scale
Hampton Court, Peterborough, Cambridgeshire (P7037)



<i>Archaeological Solutions Ltd</i>
Fig. 11 OS map, 1951
Not to scale
Hampton Court, Peterborough, Cambridgeshire (P7037)



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Fig. 12 OS map, 1955

Not to scale

Hampton Court, Peterborough, Cambridgeshire (P7037)