THAMES VALLEY

ARCHAEOLOGICAL

SERVICES

Former Railway Yard, Cadley Road, Collingbourne Ducis, Wiltshire

Archaeological Evaluation

by Daniel Bray

Site Code: SCD14/169

(SU 2451 5395)

Former Railway Yard, Cadley Road, Collingbourne Ducis, Wiltshire

An Archaeological Evaluation

for Acorn Builders (Newbury)

by Daniel Bray

Thames Valley Archaeological Services Ltd

Site Code SCD 14/169

October 2015

Summary

Site name: Former Railway Yard, Cadley Road, Collingbourne Ducis, Wiltshire

Grid reference: SU 2451 5395

Site activity: Archaeological Evaluation

Date and duration of project: 7th–8th September 2015

Project manager: Steve Ford

Site supervisor: Daniel Bray

Site code: SCD 14/169

Area of site: 0.98ha

Summary of results: The evaluation trenches revealed that the site had been levelled and extensively truncated during the construction of the former railway station and line. No archaeological features were present

Location and reference of archive: The archive is presently held at Thames Valley Archaeological Services, Reading and will be deposited at Swindon Museum in due course.

Report edited/checked by:	Steve Ford✓ 30.09.15 Steve Preston✓ 30.09.15

Thames Valley Archaeological Services Ltd, 47–49 De Beauvoir Road, Reading RG1 5NR

Tel. (0118) 926 0552; Fax (0118) 926 0553; email tvas@tvas.co.uk; website: www.tvas.co.uk

Former Railway Yard, Cadley Road, Collingbourne Ducis, Wiltshire
An Archaeological Evaluation

by Daniel Bray

Report 14/169b

Introduction

This report documents the results of an archaeological field evaluation carried out on land at the former railway yard, at Cadley Road, Collingbourne Ducis (SU 2451 5395) (Fig. 1). The work was commissioned by Ms Claire Welburn of Fowler Architecture and Planning Ltd, 19 High Street, Pewsey, Wiltshire, SN9 5AF, on behalf of Acorn Construction (Newbury), Unit 18, Salisbury Road Business Park, Pewsey, Wilts, SN9 5PZ.

Planning permission (15/00262/FUL) has been sought from Wiltshire Council to remove the existing compound and storage area and construct 15 new dwellings with associated with car parking and landscaping. As a consequence of the possibility of archaeological deposits on the site which may be damaged or destroyed by groundworks, a field evaluation has been requested in order to determine the archaeological potential of the site and if necessary inform a mitigation strategy for the project.

This is in accordance with the Department for Communities and Local Government's *National Planning Policy Framework* (NPPF 2012), and the County Council's policies on archaeology. The field investigation was carried out to a specification approved by Ms Clare King, Assistant County Archaeologist at Wiltshire Council. The fieldwork was undertaken by Daniel Bray and David Sanchez on 7th and 8th September 2015 with the site code SCD 14/169. The archive is presently held at Thames Valley Archaeological Services, Reading and will be deposited at Swindon Museum in due course.

Location, topography and geology

The site is located in the village of Collingbourne Ducis c. 12.5km north-west of Andover. The village High Street has developed on either side of the River Bourne, from south of the crossroads, as far as the westward turning into Church Street at its southern end (Fig. 1) and sits within the narrow valley created by the river. The site occupies a narrow strip of land c. 155m east of the High Street and was formerly the railway and station at Collingbourne Ducis (Fig. 2). A north-westerly road from the northern end gives access to Cadley Road. The main body of the site extends for *c.* 217m rising from *c*. 134m above Ordnance Datum (aOD) at the northern end to *c*. 137m aOD at the southern end. It has a maximum width of *c*. 32m. The underlying geology of the site is recorded Upper chalk (BGS 1975).

Archaeological background

The archaeological potential of the proposal site has been highlighted in a desk based assessment (Tabor 2014). In summary, substantial Saxon deposits were excavated adjacent to the site including a cemetery and a settlement that has the potential to continue into the site (Pine 2001). Prehistoric and Roman remains have been found within the wider area However, the site is occupied by the former station complex and the extent of disturbance of any pre-station levels was unclear.

Objectives and methodology

The purpose of the evaluation was to determine the presence/absence, extent, condition, character, quality and date of any archaeological deposits within the area of development.

The specific research aims of this project are;

to determine if archaeologically relevant levels have survived on this site;
to determine if archaeological deposits of any period are present;
to determine if any Saxon occupation, funeral or landscape deposits are present on the site; and
to provide information in order to draw up an appropriate mitigation strategy if required;

It was proposed to dig 11 trenches, each 10m long and 1.6m wide to target the footprints of the proposed new structures. A contingency of 20m of trench was included. The trenches were to be excavated using a 360-type machine equipped with a toothless ditching bucket and supervised at all times by an archaeologist, with the spoil removed monitored for finds. All potential archaeological deposits were be hand cleaned and sufficient of the archaeological features and deposits exposed were to be excavated or sampled by hand to satisfy the aims of the project.

Results

Due to the presence of overhead power cables and industrial debris on site, trenches had to be shortened/repositioned. It was only possible to excavate a total of 10 trenches (Fig. 2) which ranged in length from 3.50m to 10.30m and were between 0.30m and 2.20m deep. All trenches were 1.80m wide. A complete list of trenches giving lengths, breadths, depths and a description of sections and geology is given in Appendix 1.

Trench 1 (Figs. 3 and 4; Pls. 1 and 2)

Trench 1 was aligned NE - SW and was 8.00m long and 2.04m deep at the north western end sloping gently to a depth of 2.20m at the south eastern end.. The stratigraphy at the deepest section consisted of 0.18m of Tarmac above 0.30m of very compact chalk made ground. This overlay 0.72m of light brown clay silt with occasional

chalk inclusions which was above 1.00m of darker brown clay silt which contained occasional brick fragments. Below this was the natural chalk geology with peri-glacial stripes. No archaeological features were present and no finds were recovered.

Trench 2 (Fig. 3; Pl. 3)

Trench 2 was aligned E - W and was 8.40m long and was 1.50m deep at the eastern end sloping gently towards the west with a maximum depth of 1.96m. The stratigraphy consisted of 0.15m of Tarmac above 0.35m of compact chalk made ground. Below this was 1.46m of dark brown clay silt with chalk inclusions which was above the natural chalk geology. Peri-glacial stripes were observed throughout the trench but no archaeological features were present and no finds were recovered.

Trench 3 (Fig. 3; Pls. 4 and 5)

Trench 3 was aligned E - W and was 8.00m long and was 1.08m deep at the eastern end sloping gently towards the west with a maximum depth of 1.78m. The stratigraphy consisted of 0.18m of light brown silt above 0.12m of tarmac and 0.40m of compact chalk made ground. Below this was 1.08m of mid brown clay silt with occasional chalk inclusions which was above the natural chalk geology. Peri-glacial stripes were observed throughout the trench but no archaeological features were present and no finds recovered.

Trench 4 (Fig. 3)

Trench 4 was aligned N - S and was 9..50m long and 0.30m deep. The stratigraphy consisted of 0.30m of topsoil above the natural chalk bedrock. No archaeological features were present and no finds were recovered.

Trench 5 (Figs. 3 and 4)

Trench 5 was aligned NNW - SSE and was 9.00m long and 0.30m deep. The stratigraphy consisted of 0.30m of topsoil above the natural chalk bedrock. A test pit was excavated to a depth of 0.80m at the southern end to confirm the chalk was bedrock and not compact made ground. No archaeological features were present and no finds were recovered.

Trench 6 (Fig. 3; Pl. 6)

Trench 6 was aligned NE - SW and was 9.70m long and 0.30m deep. The stratigraphy consisted of 0.30m of topsoil above the natural chalk bedrock. No archaeological deposits were present and no finds were recovered.

Trench 7 (Fig. 3)

Trench 7 was aligned NW - SE and was 10.30m long and between 0.44m and 1.60m deep. The stratigraphy consisted of 0.18m of topsoil above 0.12m of brown orange gravel and sand above 0.14m of light brown clay silt and gravel above the natural chalk bedrock. At the southern end of the trench, the old platform wall was

observed and a large cutting for the railway line was machine excavated to a depth of 1.60m. This cut was backfilled with a brown green sandy silt and modern rubbsih. No archaeological features were present and no finds were recovered.

Trench 8 (Figs. 3 and 4; Pls 7 and 8)

Trench 8 was aligned N - S and was 8.50m long and 1.80m deep. and was located directly on the cutting for the railway line. The stratigraphy consisted of 0.30m of topsoil above 0.60m of brown green sandy silt. This was above 0.60m of chalk made ground and 0.30m dark brown grey clay silt directly on top of the natural chalk geology. All the deposits contained modern rubbish The top of a wall was revealed in plan in the trench step on the eastern side and relates to the eastern platform.

Trench 9 (Fig. 3)

Trench 9 was aligned NE - SW and was 8.70m long and 1.60m deep. This trench was also located within the railway cutting with the platform wall observed at the south western end. The stratigraphy consisted of 0.30m of topsoil above 1.30m of made ground with frequent modern rubbish within the fill which was directly above the natural chalk bedrock. No archaeological deposits were present and no finds were recovered.

Trench 10 (Fig. 3; Pl. 9)

Trench 10 was 3.50m long, 3.00m wide and 1.70m deep. The stratigraphy consisted of 0.30m of topsoil above 0.30m of chalk made ground. Below this was 1.10m of rubble made ground above the natural chalk geology. The west platform was observed in the western section of the trench. No archaeological features were present and no finds were recovered.

Conclusion

The lack of archaeological deposits on the site can be directly related to the former railway yard and tracks which have truncated the majority of the site. Trenches 1–3 showed evidence of peri-glacial stripes and are therefore likely to have had little or no truncation, but no archaeological deposits were observed. Trenches 4–10 have varying degrees of truncation and were likely to have been levelled during the construction of the station and railway. The cutting for the tracks observed in Trenches 7–10 and defined by the platform wall is substantially lower than the original ground level. As such the results of this first phase of evaluation indicate a low archaeological potential for the site.

References

BGS, 1975, *British Geological Survey*, 1:50000, Sheet 283, Solid and Drift Edition, Keyworth

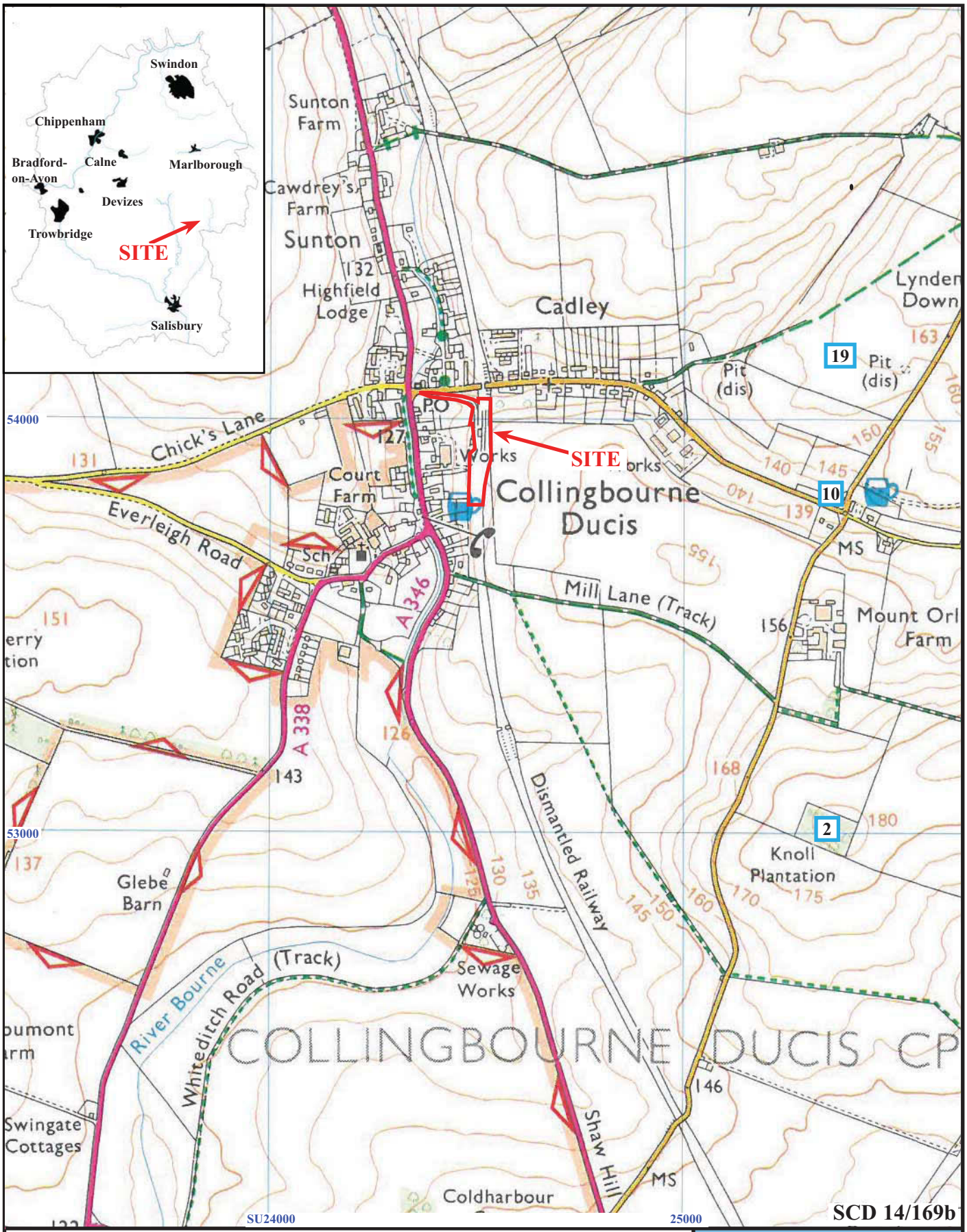
NPPF, 2012, *National Planning Policy Framework*, Dept Communities and Local Govt, London

Pine, J, 2001, 'The excavation of a Saxon settlement at Cadley Road, Collingbourne Ducis, Wiltshire', *Wiltshire Archaeol Natur Hist Mag* **94***,* 88–117

Tabor, R, 2014, Land at Station Yard, Collingbourne Ducis, Wiltshire, Archaeological Desk-based Assessment, Thames Valley Archaeological Services report 14/169, Reading

APPENDIX 1: Trench details

Trench	*Length (m)*	*Breadth (m)*	*Depth (m)*	*Comment*
1	8.00	1.80	2.04 - 2.20	0–0.18m Tarmac; 0.18m-0.48m chalk made ground; 0.48m-1.20m light brown clay silt with chalk inclusions; 1.20m-2.20m darker brown clay silt with occasional chalk; 2.20m+ natural chalk geology **[Pls 1 and 2]**
2	8.40	1.80	1.50 - 1.96	0-0.15m Tarmac; 0.15m-0.50m chalk made ground; 0.50m-1.96m; 1.96m+ natural chalk geology **[Pls 3 and 4]**
3	8.00	1.80	1.08 - 1.78	0-0.18m light brown silt; 0.18m-0.30m tarmac; 0.30m-0.70m chalk made ground; 0.70m-1.78m mid brown clay silt with occasional chalk; 1.78m+ natural chalk geology **[Pl. 5]**
4	9.50	1.80	0.30	0-0.30m topsoil; 0.30m+ natural chalk geology
5	9.00	1.80	0.30	0-0.30m topsoil; 0.30m+ natural chalk geology
6	9.70	1.80	0.30	0-0.30m topsoil; 0.30m+ natural chalk geology **[Pl. 6]**
7	10.30	1.80	0.44 - 1.60	0-0.18m topsoil; 0.18m-0.30m light brown orange sandy gravel; 0.30m-0.44m light brown silt with occasional gravel inclusions; 0.44m-1.60m brown green sandy silt; 1.60m+ natural chalk geology
8	8.50	1.80	1.80	0-0.30m topsoil; 0.30m-0.90m light brown green sandy silt made ground; 0.90-1.50m chalk made ground; 1.50m-1.80m dark brown grey clay silt; 1.80m+ natural chalk geology **[Pls 7 and 8]**
9	8.70	1.80	1.60	0-0.30m topsoil; 0.30m-1.60m made ground; 1.60m+ natural chalk geology
10	3.50	3.00	1.70	0-0.30m topsoil; 0.30-60m chalk made ground; 0.60m-1.70m rubble made ground; 1.70m+ chalk natural geology **[Pl. 9]**



SCD 14/169b

Former Railway Yard, Cadley Road, Collingbourne Ducis, Wiltshire, 2015
Archaeological Evaluation

Figure 1. Location of site in Collingbourne Ducis

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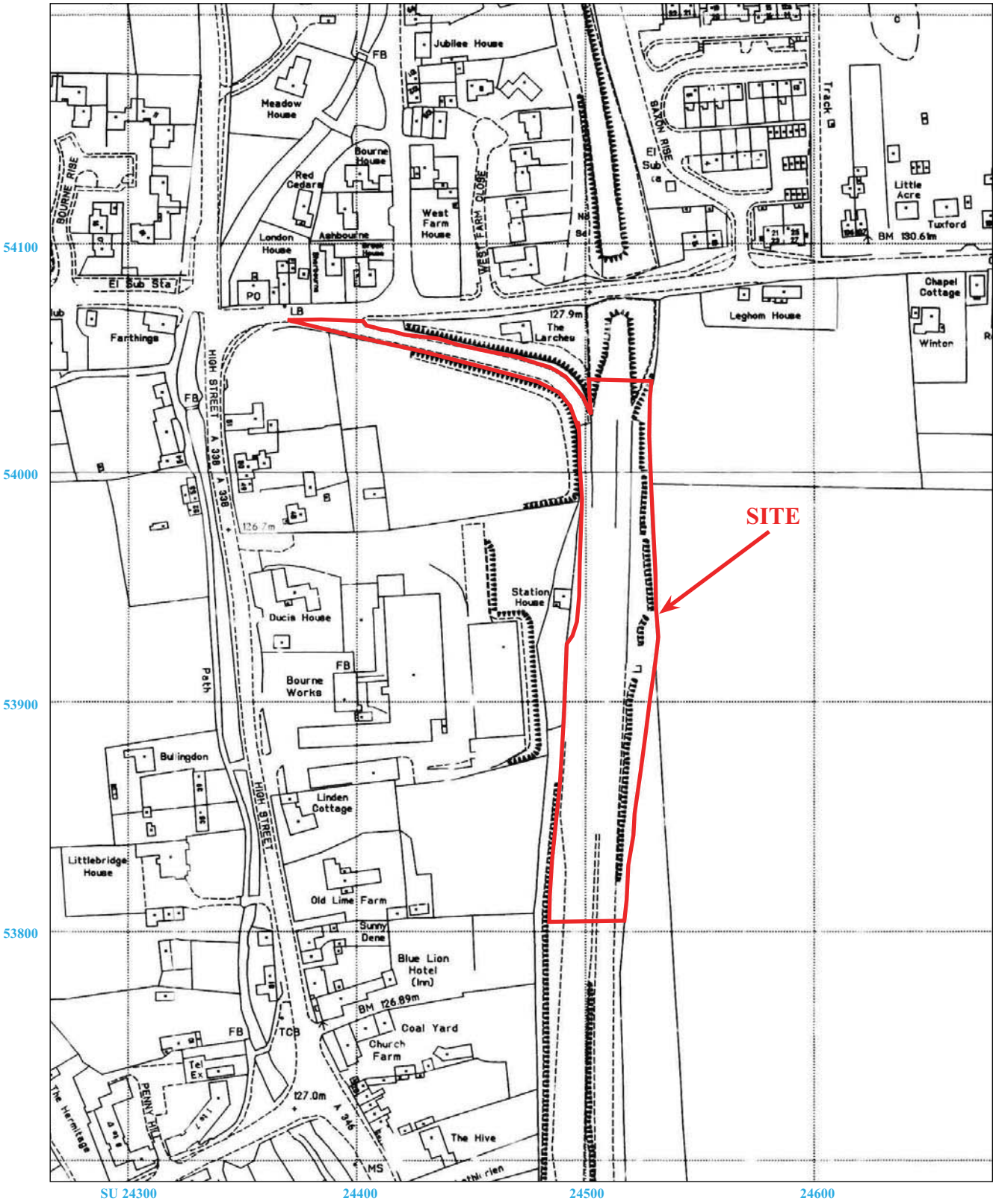

SCD 14/169b

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Archaeological Evaluation

Figure 2. Detail of site location taken from Ordnance Survey, 1994
Scale 1:2500

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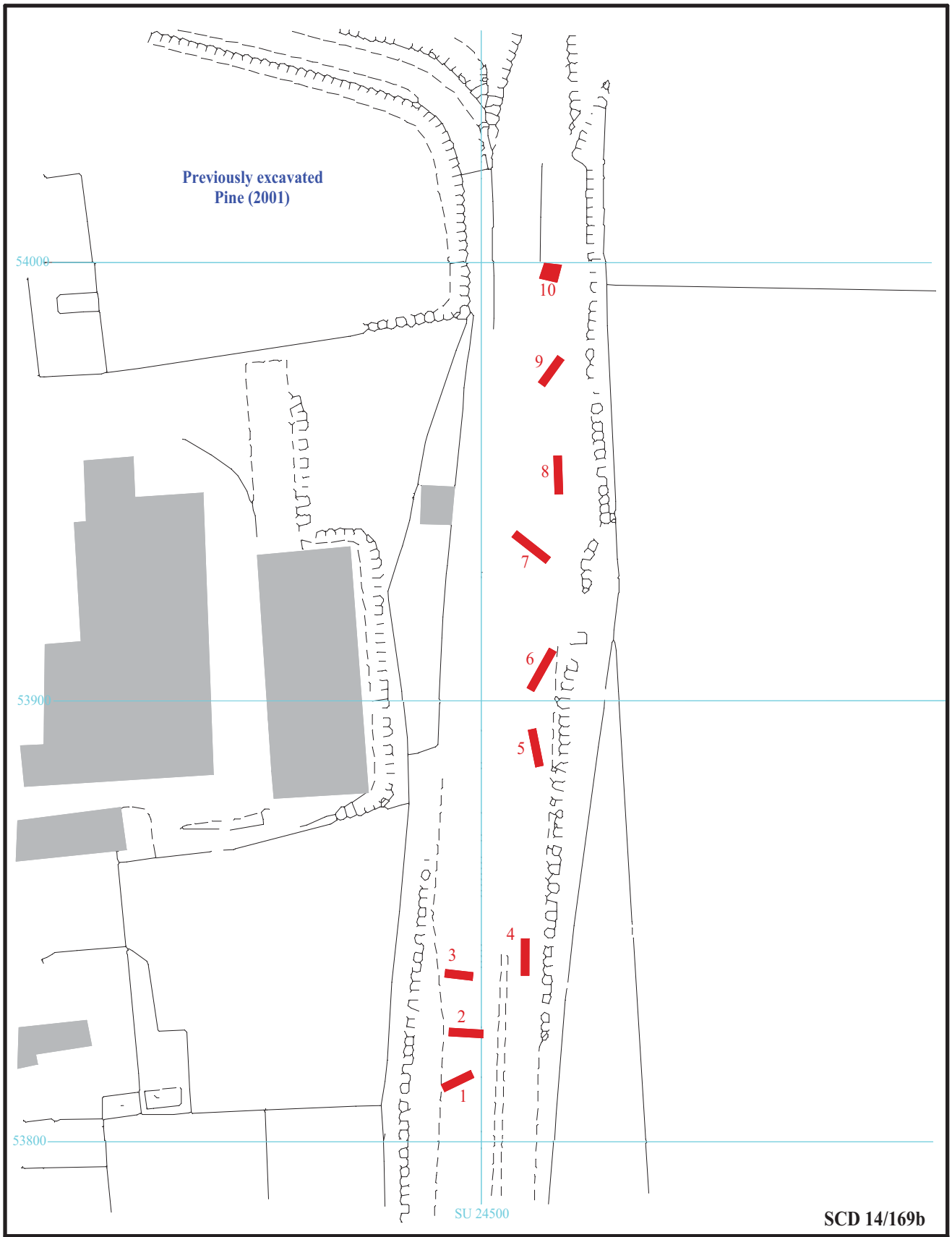

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Wiltshire, 2015
Archaeological Evaluation

Figure 3. Location of Trenches

0 100m

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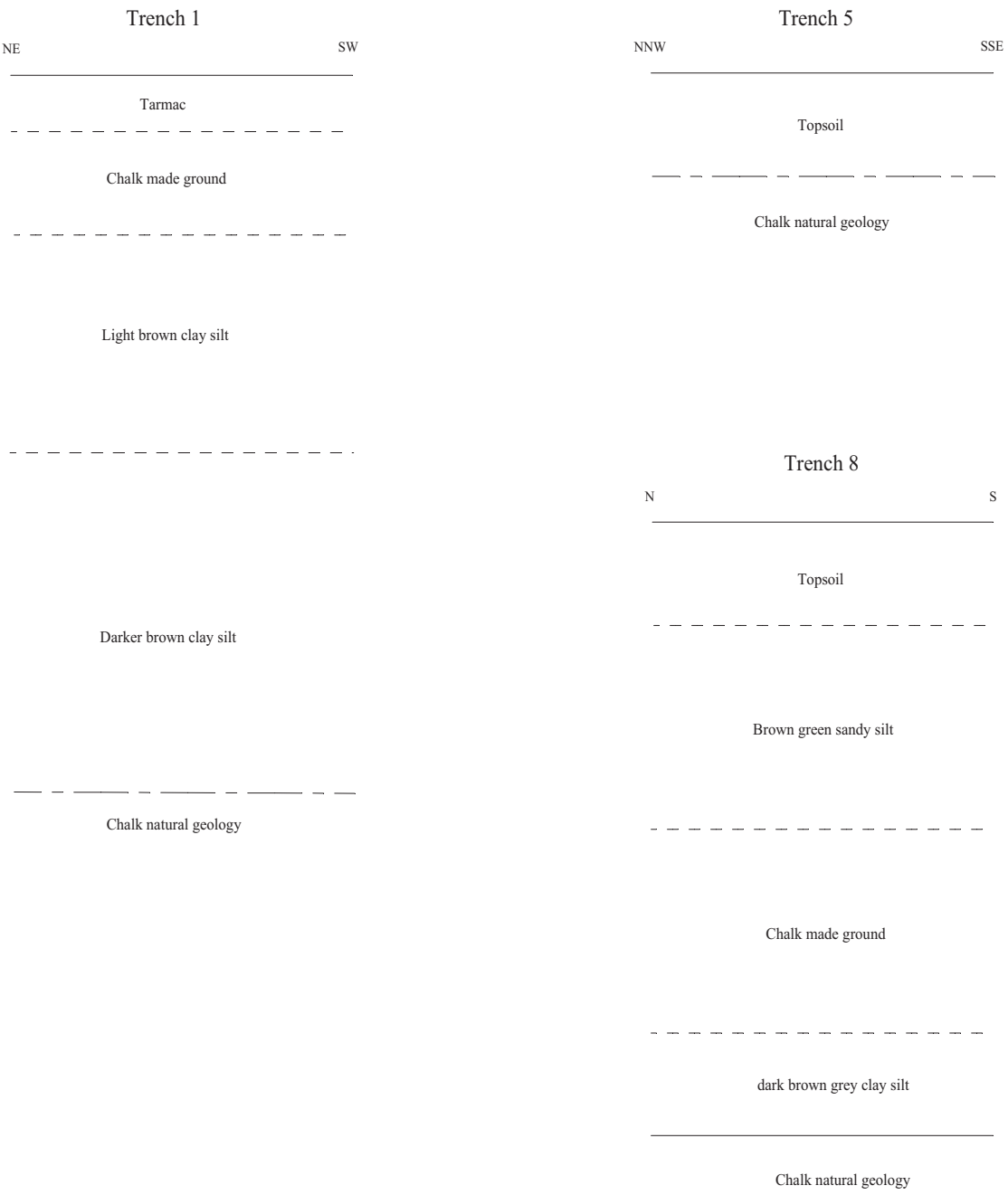

SCD 14/169b

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Figure 4. Representative sections.

0 1m

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Plate 1. Trench 1, looking north east, Scales: 2m and 1m

Plate 2. Trench 1 section, looking south, Scales: 2m and 1m

Plate 3. Trench 2, looking east, Scales: 2m and 1m

SCD 14/169b

Former Railway Yard, Cadley Road, Collingbourne Ducis, Wiltshire, 2015
Archaeological Evaluation

Plates 1-3

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Plate 4. Trench 3, looking east, Scales: 2m and 1m

Plate 5. Trench 3 section, looking north west, Scales: 2m and 1m

Plate 6. Trench 4, looking south, Scales: 2m and 1m

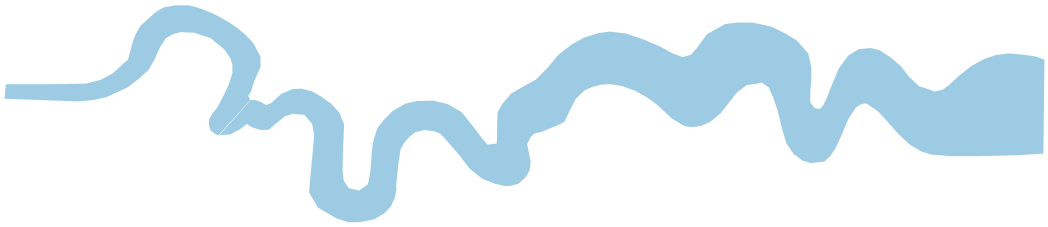
Plate 7. Trench 8, looking north, Scales: 2m and 1m

Plate 8. Trench 8 section, looking east, Scales: 2m and 1m

Plate 9. Trench 10 platform wall, looking west, Scale: 2m

TIME CHART

	Calendar Years
Modern	AD 1901
Victorian	AD 1837
Post Medieval	AD 1500
Medieval	AD 1066
Saxon	AD 410
Roman	AD 43
Iron Age	BC/AD 750 BC
Bronze Age: Late	1300 BC
Bronze Age: Middle	1700 BC
Bronze Age: Early	2100 BC
Neolithic: Late	3300 BC
Neolithic: Early	4300 BC
Mesolithic: Late	6000 BC
Mesolithic: Early	10000 BC
Palaeolithic: Upper	30000 BC
Palaeolithic: Middle	70000 BC
Palaeolithic: Lower	2,000,000 BC



Thames Valley Archaeological Services Ltd,
47-49 De Beauvoir Road, Reading,
Berkshire, RG1 5NR

Tel: 0118 9260552
Fax: 0118 9260553
Email: tvas@tvas.co.uk
Web: www.tvas.co.uk