

# **Former Petrol Station, Stockbridge Road, Winchester, Hampshire**

**An Archaeological Watching Brief**

**For CgMs Consulting**

by Sean Wallis

Thames Valley Archaeological Services

Ltd

Site Code AY336

**October 2007**

# Former Petrol Station, Stockbridge Road, Winchester, Hampshire, 2007

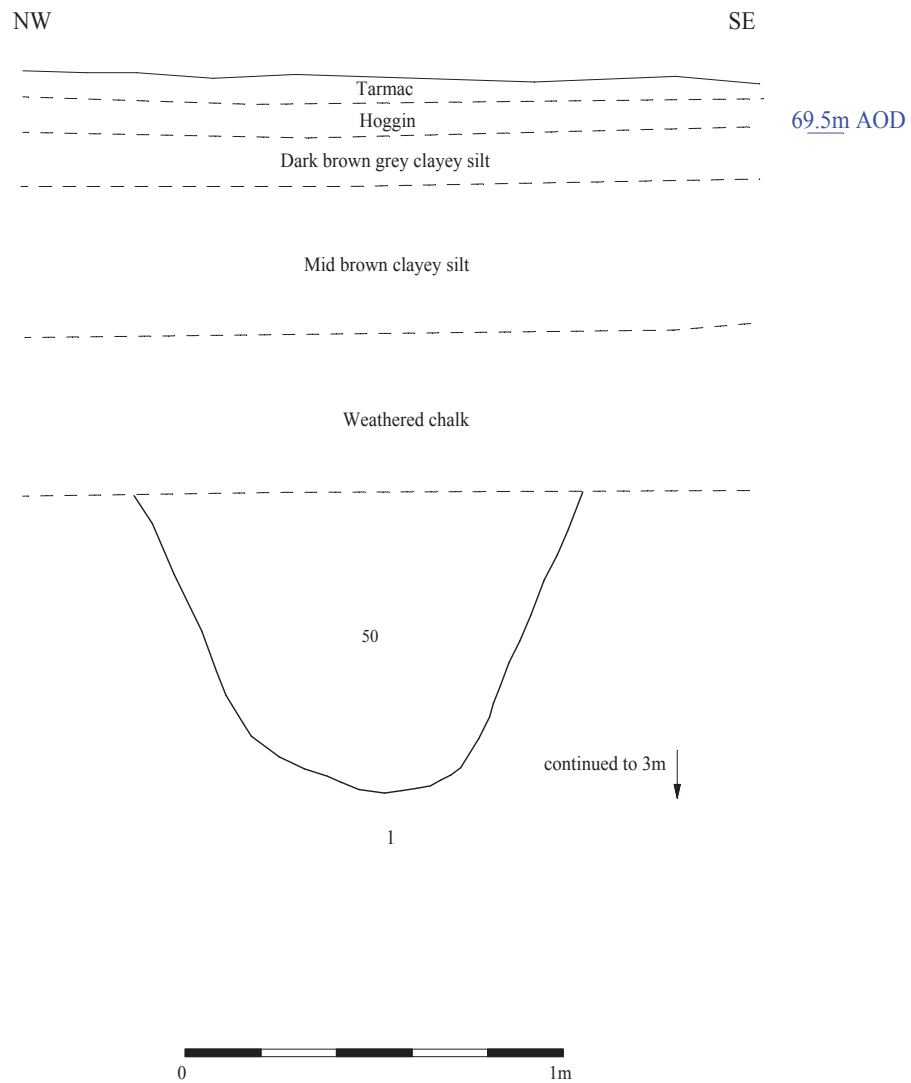


Figure 4. Sections.

## Summary

**Site name:** Former Petrol Station, Stockbridge Road, Winchester, Hampshire

**Grid reference:** SU 4654 3075

**Site activity:** Watching Brief

**Date and duration of project:** 7th August – 25th September 2007

**Project manager:** Steve Ford

**Site supervisor:** Sean Wallis

**Site code:** AY336

**Area of site:** c.0.275 ha

**Summary of results:** A possible pit was observed in the northern part of the site, whilst a buried soil horizon was recorded throughout the eastern half of the site.

**Monuments identified:** None

**Location and reference of archive:** The archive is presently held at Thames Valley Archaeological Services, Reading and will be deposited with Winchester Museum in due course, with accession code AY336.

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Report edited/checked by:	Steve Ford ✓ 05.10.07 Steve Preston ✓ 05.10.07
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# Former Petrol Station, Stockbridge Road, Winchester, Hampshire An Archaeological Watching Brief

by Sean Wallis

Report 07/97

## Introduction

This report documents the results of an archaeological watching brief carried out at the former Petrol Station, Stockbridge Road, Winchester, Hampshire (SU 4654 3075) (Fig. 1). The work was commissioned by Ms Lorraine Darton of CgMs Consulting, Morley House, 26 Holborn Viaduct, London EC1A 2AT.

Draft planning consent has been granted by Winchester City Council, for mixed use development of the site. This is subject to a draft condition relating to archaeology, which requires the implementation of a programme of archaeological work to better inform the planning process. An archaeological desk-based assessment had concluded that there was potential for prehistoric and/or Roman deposits surviving on the site (Darton 2005).

In light of this potential, an archaeological watching brief was requested. This is in accordance with the Department of the Environment's Planning Policy Guidance, *Archaeology and Planning* (PPG16 1990), and the City Council's policies on archaeology. The field investigation was carried out to a specification prepared by Ms Lorraine Darton of CgMs Consulting, and approved by Ms Tracy Matthews, Winchester Sites and Monuments Officer. The fieldwork was undertaken by David Platt and Sean Wallis between 7th August and 25th September 2007, and the site code is AY336.

The archive is presently held at Thames Valley Archaeological Services, Reading and will be deposited with Winchester Museum in due course, with accession code AY336.

## Location, topography and geology

The site comprises a rectangular plot of land, situated to the north-west of the historic core of Winchester (Fig. 2). It is bounded by an open area to the north-west, a residential block to the north-east, Stoney Lane to the south-east, and Stockbridge Road to the south-west. The site was, until recently, occupied by various buildings associated with the filling station, car showroom, and workshops. All these structures were subsequently demolished, whilst the current project was ongoing. According to the British Geological Survey, the underlying geology consists of Upper Chalk (BGS 1975), and this was confirmed during the watching brief. The site lies at a height of approximately 72m above Ordnance Datum.

## **Archaeological background**

The archaeological potential of the site has been highlighted in a desk based assessment and summarized in Darton (2007). In summary, the site lies within an extensive prehistoric agricultural and ritual landscape and in close proximity to two Roman roads. The early medieval village of Weeke, which was deserted following the Black Death, lay further south of the present village and proposed development site. There is specific archaeological potential for prehistoric and Roman deposits surviving on the site due to its location, and the fact that a number of Roman coins have been found within the study area and nearby. The archaeological potential for other periods is probably low (Darton 2005).

## **Objectives and methodology**

The purpose of the watching brief was to establish whether there were any archaeological deposits on the site. This would involve monitoring the excavation of a number of geotechnical test pits across the site, and to watch the removal of several underground tanks and structures. Any archaeological deposits encountered during these groundworks were to be recorded, excavated where practicable, and notes were to be made regarding the relative depth of all buried deposits. Based on the results of this phase of work, further monitoring may be required.

## **Results**

### *Test pits*

Five geotechnical test pits were excavated, each measuring 0.7m wide and varying in length between 3.8m and 4.2m (Fig. 3). They were all approximately 3m deep and, due to the way they were machined, were shorter towards their bases.

#### Test Pit 1

A Tarmac surface and associated bedding layer, about 0.18m thick, was removed to reveal up to 0.52m of buried soil deposits, which lay directly above the natural chalk. A possible pit (1) was noted, cut into the chalk, which was approximately 1.2m wide and 1.2m deep (Fig. 4). However, due to health and safety considerations, the feature could not be recorded in detail. No finds were recovered from its fill of dark grey clayey silt (50).

#### Test Pit 2

A thin Tarmac surface, about 0.07m thick, was removed to reveal a concrete slab which, along with its related bedding layers, was up to 0.53m thick. These various layers sealed a likely buried soil horizon, up to 0.6m thick, which lay directly above the natural chalk. No archaeological finds or features were recorded.

#### Test Pit 3

The top 0.3m of this trench consisted of a very thin Tarmac surface and its associated bedding layer. These lay above approximately 0.75m of modern made ground deposits, which contained moderate amounts of brick and tile fragments (not retained). Buried soil horizons, up to 1m thick, were sealed immediately beneath the made ground, and lay directly above the natural chalk. No archaeological finds or features were recorded in this trench.

#### Test Pit 4

A Tarmac surface and its associated bedding layer, up to 0.3m thick, was removed to reveal approximately 0.2m of soil and chalk made ground. This lay above a probable buried soil horizon, about 0.6m thick, which in turn lay above the natural chalk. No archaeological finds or deposits were noted.

#### Test Pit 5

A thin Tarmac surface and its associated bedding layer, about 0.15m thick, was removed to reveal up to 0.3m of modern made ground. This sealed up to 1.05m of buried soil deposits, which lay directly above the natural chalk. This trench contained no archaeological features or finds.

#### *Fuel tanks*

Part of the watching brief involved monitoring the removal of several fuel tanks and underground structures, associated with the service station and garage which previously occupied the site. A number of these, mostly in the western half of the site, had been removed prior to commissioning of the watching brief. Two fuel tanks, three soakaways, and a petrol interceptor were removed with an archaeologist present (Fig. 3). No archaeological deposits were encountered, but a record was made of the stratigraphy visible in each of the resulting holes. Probable buried soil deposits were noted in all the areas monitored, with natural chalk geology usually being recorded between 1.25m to 1.5m below the ground surface.

#### **Conclusion**

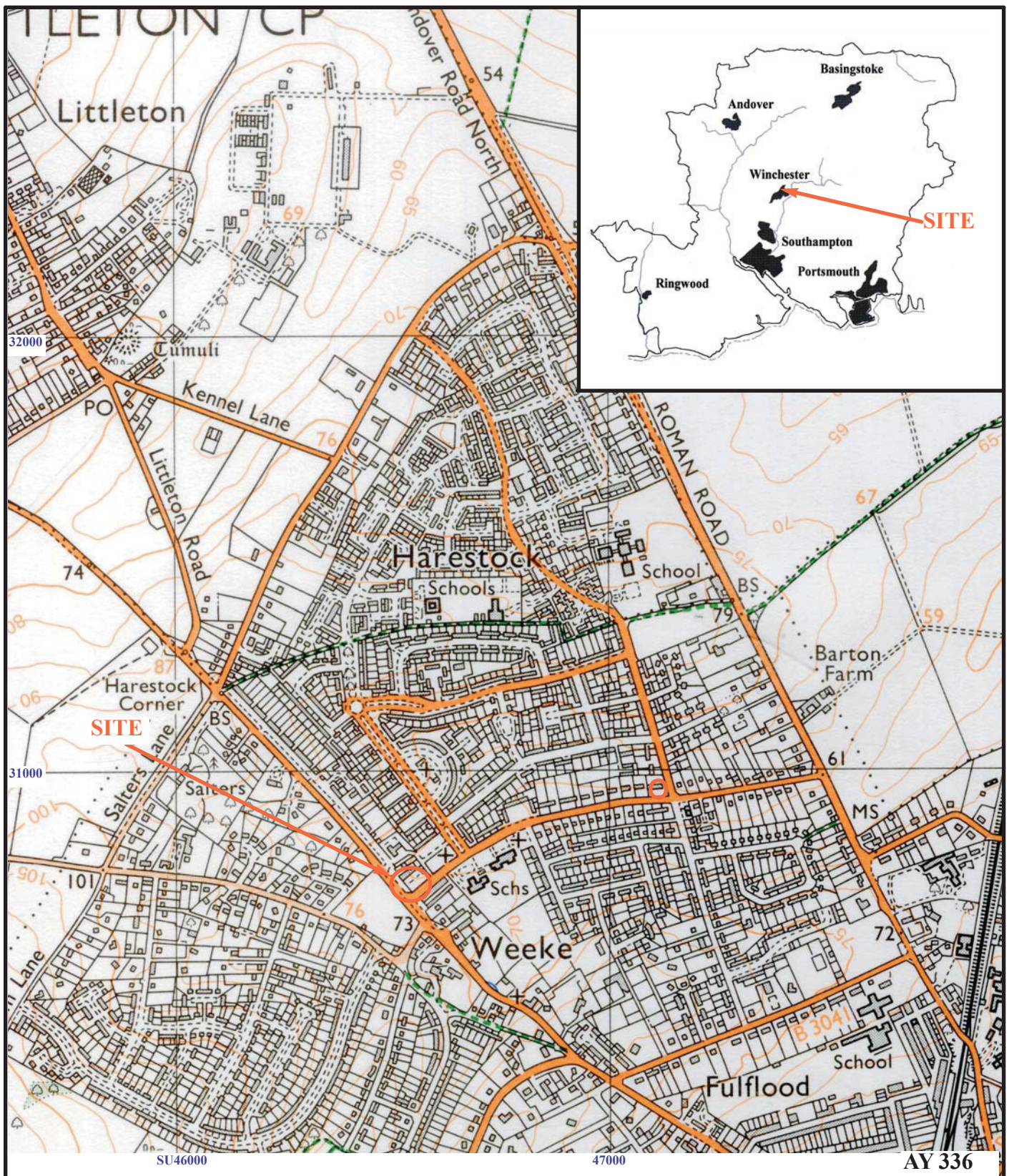
The only feature of potential archaeological interest noted during the watching brief was a possible pit, undated, recorded in the northern part of the site. However, all areas of the site investigated revealed evidence of a buried

soil horizon, and it is therefore possible that further archaeological deposits may be present sealed below this. Indeed, the results of the watching brief seem to suggest that the 20th century development on the site has had less effect on the archaeologically relevant level than originally thought.

## **References**

BGS, 1975, *British Geological Survey*, 1:50000, Sheet 299, Drift Edition, Keyworth  
Darton, L, 2007, Written Scheme of Investigation for an Archaeological Monitoring Exercise – Stockbridge Road, Winchester, CgMs, London  
PPG 16, 1990, *Archaeology and Planning*, Dept of the Environment Planning Policy Guidance 16, HMSO





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Figure 1. Location of site within Winchester and Hampshire.

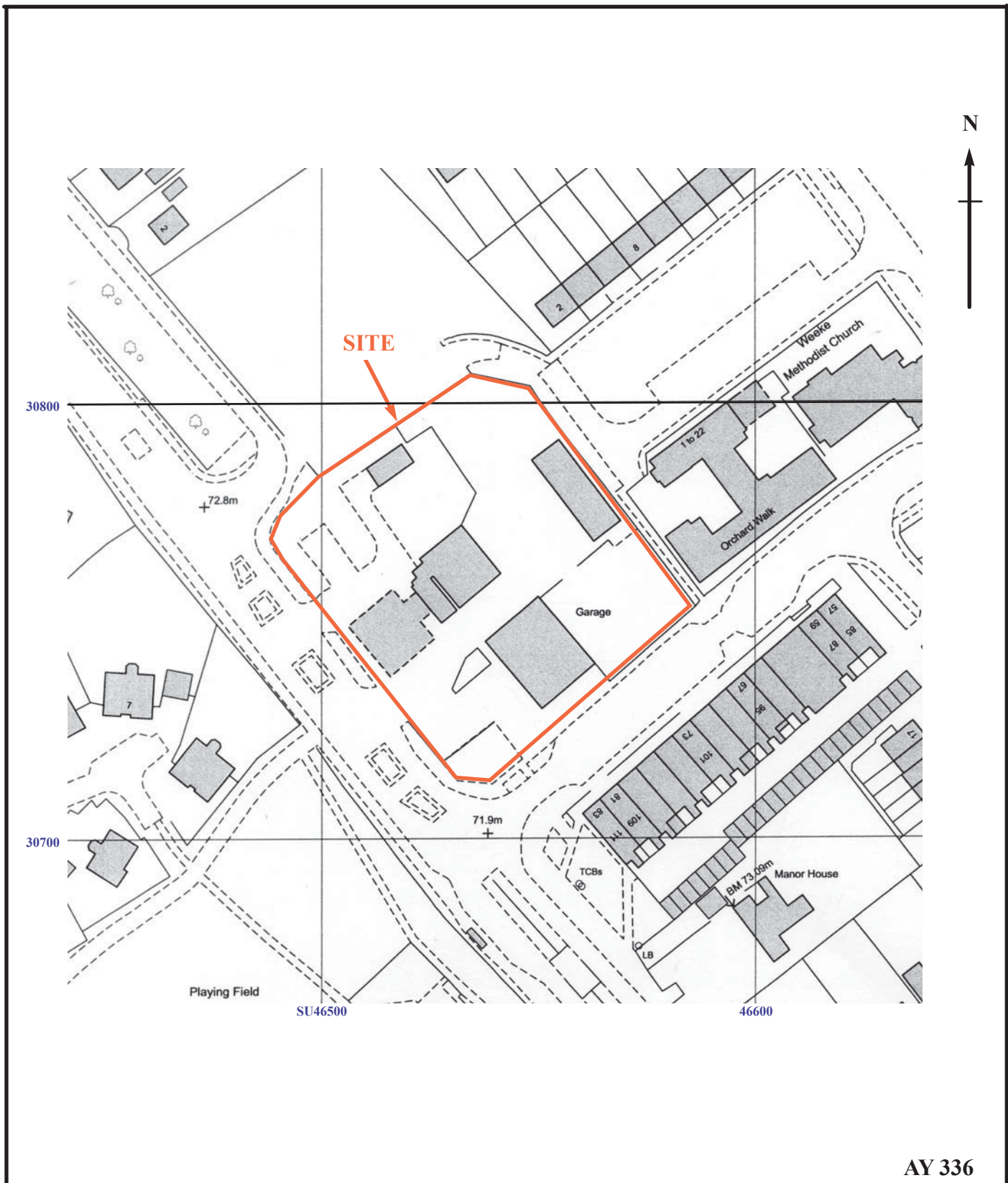
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Figure 2. Detailed location of site off Stockbidge Road.

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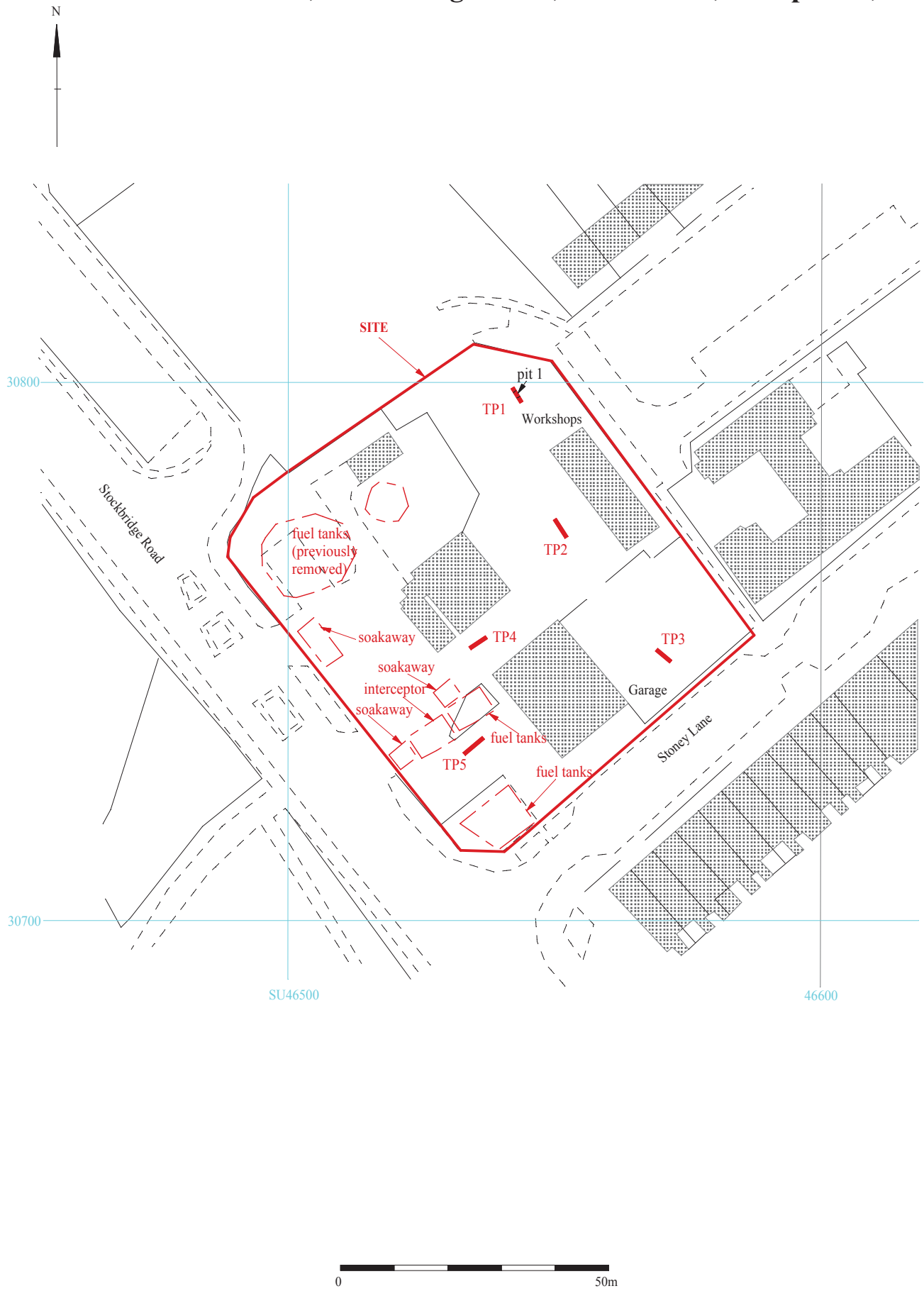


Figure 3. Detailed location of test pits.