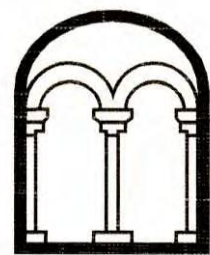


**LUTON DUNSTABLE BUSWAY
BEDFORDSHIRE**

**ARCHAEOLOGICAL OBSERVATION,
INVESTIGATION, RECORDING, ANALYSIS
AND PUBLICATION**

Albion
archaeology



**LUTON DUNSTABLE BUSWAY
BEDFORDSHIRE**

**ARCHAEOLOGICAL OBSERVATION,
INVESTIGATION, RECORDING, ANALYSIS
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Contents

1	INTRODUCTION	4
1.1	Project Background	4
1.2	Site Location and Description	4
1.3	Archaeological Background	5
1.4	Project Objectives	6
2	METHODOLOGY	7
3	RESULTS	9
3.1	Introduction	9
3.2	Site of Former Vienna Pavilion (Area 1A)	9
3.3	Church Street/Station Road, Dunstable (Area 1B)	9
3.4	Blow's Downs (Area 2)	9
3.5	Skimpot Lane / Chaul End (Area 3)	9
3.6	Caddington Park (Area 4)	10
3.7	Luton – Bute Street/Plaiters Lea (Area 5)	10
3.8	Dog Kennel Down (Area 6)	10
4	CONCLUSIONS	12
5	BIBLIOGRAPHY	13
6	APPENDIX 1: AREA SUMMARY	14

List of Figures

- Figure 1: Site and area location plan
 Figure 2: Area 1A
 Figure 3: Area 1B
 Figure 4: Area 2
 Figure 5: Area 3
 Figure 6: Area 4
 Figure 7: Area 5
 Figure 8: Area 6 all features (overlaid onto trial trenching results)
 Figure 9: Area 6 northern features
 Figure 10: Area 6 southern features

The figures are bound at the back of this report.



Preface

Every effort has been made in the preparation of this document to provide as complete a summary as possible within the terms of the method statement. All statements and opinions in this document are offered in good faith. Albion Archaeology cannot accept responsibility for errors of fact or opinion resulting from data supplied by a third party, or for any loss or other consequence arising from decisions or actions made upon the basis of facts or opinions expressed in this document.

Acknowledgements

Albion Archaeology was commissioned to carry out the archaeological works by BAM Nuttall Ltd. The project was monitored on behalf of the Local Planning Authority (LPA) by Martin Oake, Archaeological Officer (AO), Central Bedfordshire Council Archaeology Team.

This report has been prepared by Marcin Koziminski (Archaeological Supervisor). Fieldwork was carried out by Christiane Meckseper (Project Officer), Ben Carroll (Archaeological Technician) and Marcin Koziminski. Artefacts were reported on by Jackie Wells (Finds Officer) and Joan Lightning (CAD Technician) digitised the plans and produced the report figures.

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2.0	09/07/2013	Amendments requested by the AO on 5th July 2013

Key Terms

Throughout this document the following terms or abbreviations are used:

AO	Central Bedfordshire Council Archaeological Officer
CBC	Central Bedfordshire Council
HER	Historic Environment Record
IfA	Institute for Archaeologists
LPA	Local Planning Authority (Central Bedfordshire Council)
Technical Manager	ARUP PB Joint Venture
WSI	Written Scheme of Investigation



Non-technical Summary

Luton Borough Council and the then Bedfordshire County Council applied for an order under the Transport and Works Act 1992 to construct and operate a guided busway between Luton and Dunstable. The cultural heritage mitigation strategy outlined in the Environmental Impact Assessment (Faber Maunsell 2003) included pre-construction works in line with the requirements of the local authority archaeological advisor.

As the proposed busway lies within an area of potential archaeological sensitivity, a recommendation was made by the LPA that the development was accompanied by a programme of archaeological works. The programme of works was outlined in the brief prepared by the AO (CBC 2010) and the scheme's Technical Manager's Written Scheme of Investigation (ARUP PB Joint Venture 2010). The first two stages of work comprising the survey and recording of former railway structures (Albion Archaeology 2010a) and trial trenching at Dog Kennel Down (Albion Archaeology 2011) have already been completed.

Albion Archaeology was commissioned by BAM Nuttall Ltd to undertake the final stage of the archaeological work and produce a report on the results (this document). The work comprised the archaeological monitoring of groundworks at seven locations along the busway route that had been identified as having archaeological potential.

The only archaeological features pre-dating the construction of the railway were revealed at Dog Kennel Down (Area 6). These included two NW-SE aligned early Roman ditches, one of which was also revealed in the earlier phase of trial trenching (Albion Archaeology 2011). Though containing no artefacts, a further similarly aligned ditch is likely to be contemporary. These ditches may well have served as field boundaries/drainage ditches associated with agricultural activity, though the pottery recovered from the ditches during these works and the preceding trial trenching may indicate evidence for settlement activity in the vicinity.

Two undated features that could be associated with the Roman activity were also revealed in Area 6: a ditch and a deep pit, which may originally have been used as a storage pit or well and which contained a partial cattle skeleton.

The presence of the Roman features in Area 6 indicates the potential for the survival of further features of the period in the vicinity. Such evidence could be of interest in light of regional research themes relating to the development and relationships of settlements and field systems of the period (Oake 2007, 11).

Numerous layers and features associated with the development and use of the railway were revealed. Of particular note was a brick well located in deposits associated with the railway embankment near the former Dunstable Town Station in Area 1B.

The project archive will be deposited with Luton Museum (accession no. 2010.35). This report will be uploaded onto the Archaeology Data Service's OASIS website (ref. albionar1-78982).



1 INTRODUCTION

1.1 *Project Background*

Luton Borough Council and the then Bedfordshire County Council applied for an order under the Transport and Works Act 1992 to construct and operate a guided busway between Luton and Dunstable. (Note: in 2009 the new unitary authority of Central Bedfordshire Council replaced Bedfordshire County Council and the Mid and South Bedfordshire District Councils). The cultural heritage mitigation strategy outlined in the Environmental Impact Assessment (Faber Maunsell 2003) included pre-construction works in line with the requirements of the LPA's archaeological advisor. Final scheme approval and funding was given in May 2010 and the Central Bedfordshire Council Archaeological Officer (AO) produced a brief outlining the requirements for the archaeological works (CBC 2010). Construction work was undertaken by BAM Nuttall Ltd.

As the proposed busway lies within an area of potential archaeological sensitivity, a recommendation was made by the LPA that the development was accompanied by a programme of archaeological works. This recommendation is in accordance with *Planning Policy Statement 5: Planning for the Historic Environment*. The programme of works was outlined in the brief prepared by the AO (CBC 2010) and the scheme's Technical Manager's Written Scheme of Investigation (ARUP PB Joint Venture 2010).

The programme was to include the following:

1. survey and recording of former railway structures
2. trial trenching at Dog Kennel Down
3. targeted observation, investigation and recording (watching brief) of groundworks at various locations along the route

The first two elements of the project have been completed and reported on separately (Albion Archaeology 2010a and Albion Archaeology 2011 respectively).

Albion Archaeology was commissioned by BAM Nuttall Ltd to undertake the final stage of the project (element 3, above) and produce a report on the results (this document).

1.2 *Site Location and Description*

The proposed guided busway mostly utilises the route of the former Hatfield, Luton and Dunstable branch railway. Its western end is at the site of the former cement works in Houghton Regis, now the Blackburn Road industrial estate; the route then winds around Dog Kennel Down, following the line of the former cement works siding. It then turns eastwards and runs along the main line to Dunstable and Luton. At its eastern end, it terminates at Kimpton Road near Luton Airport Parkway station (Figure 1).

The topography of the area is fairly hilly, with both Dog Kennel Down and Blow's Downs located along the route. An Act of Parliament in 1855



specifically allowed the route of the former railway to be moved northwards to its present line in order to avoid more severe gradients further south. For most of its course the busway lies at a height of c.150m OD.

The underlying geology of the area is chalk.

1.3 Archaeological Background

The route of the busway passes through a diverse archaeological landscape, traversing the former discrete settlements of Houghton Regis, Dunstable and Luton as well as former areas of open countryside between them, both at the foot of the chalk escarpment and overlooking the Lea Valley. An assessment of the impact of the route on the local cultural heritage resource was undertaken as part of an environmental impact assessment in 2003 (Faber Maunsell 2003).

The majority of the route utilises the disused Hatfield, Luton and Dunstable branch railway (HER14086) which opened in 1858 and closed in 1965. In addition, the impact assessment identified several areas of particular archaeological potential. The western part of the route lies near to both the historic cores of Dunstable and Houghton Regis. The route along High Street, Houghton Regis passes the parish church of All Saints and coincides with the main thoroughfare of the medieval settlement (HER16988). The route within Dunstable runs into the centre of the Roman and medieval settlements (HER135 and HER19686 respectively), as well as the Conservation Area. At the site of the former Church Street Station (HER15558), the route also crosses the line of the ancient routeway known as the Ickniel Way (HER353), thought to date back to the Neolithic period. Further to the west at Dog Kennel Down, a crop-mark ring ditch has been recorded from aerial photographs (HER12285).

The central part of the route lies near the foot of a chalk escarpment where several archaeological sites and features are recorded. These include cropmarks to the north of Zouches Farm including possible ring ditches and small enclosures as well as Mesolithic and Neolithic flint artefacts and Roman pottery (HER1778). To the south are the earthworks remains of the Zouches Farm manorial settlement. To the west of this are medieval strip lynchets on Blows Down (HER153). Prehistoric flint artefacts (HER198, HER16064), Iron Age settlement (HER1459, HER15827), Saxon burials (HER1460) and medieval lynchets (HER212) have all been recorded in the vicinity of Skimpot and Chaul End.

At its eastern end, the route lies close to the northern edge of the historic core of Luton which had its origins in the Saxon period. Nearby is the medieval parish church (HER856) and the site of one of Luton's two, short-lived medieval castles (HER185).

An archaeological evaluation, comprising the excavation of 13 trial trenches, was undertaken at Dog Kennel Down in February 2011 (Albion Archaeology 2011). Though no remains were revealed that had clear relationships with the recorded cropmark of a ringditch (HER12285), the investigation did reveal a



NW-SE aligned ditch datable to the Roman period that probably served as a field boundary/drainage ditch associated with agricultural activity. However, the amount of pottery recovered from the excavated segment may also indicate evidence for settlement activity in the vicinity. Other remains comprised a truncated furrow and an undated pit, as well as modern make-up layers and pitting likely to be associated with the construction of the early 20th-century railway link.

The locations identified as requiring archaeological monitoring are set out in Section 2 with reference to the known archaeological resource of each area.

1.4 Project Objectives

The immediate objective of the watching brief was to monitor and supervise all groundworks that had the potential to reveal archaeological remains, and to investigate, characterise and record any archaeological deposits encountered within them.

The broader objective of the archaeological works was to add to the knowledge and understanding of the origins and nature of settlement in the area and to produce an archive report that fully described the archaeological works.



2 METHODOLOGY

Archaeological observation of the groundworks was undertaken between 4th February and 11th October 2011. The groundworks comprised the excavation of numerous test pits and service trenches, as well as general ground reduction works within the perimeter of the route of the guided busway.

The groundworks were carried out under archaeological supervision, using a flat-edged bucket where possible. All archaeological deposits and features were investigated, recorded using Albion Archaeology's *pro forma* sheets and assigned an individual number. Within this report, numbers in brackets refer to these context numbers. Cut features (*i.e.* pits, ditches, wells) are expressed as [***]; layers and deposits within cut features are expressed as (***). Detailed descriptions of all the contexts are contained within Appendix 1. Spoil heaps were checked on a regular basis for artefact recovery.

The following locations (Figure 1) were identified as having the potential to reveal archaeological remains (ARUP 2010; Albion Archaeology 2011) and were therefore targeted for archaeological monitoring:

Area 1A	Site of former Vienna Pavilion	Archaeological assessment identified the site of the 20th-century exhibition pavilion.
Area 1B	Church Street/Station Road, Dunstable	Roman activity associated with Icknield Way (HER353) and Roman town of <i>Durocobrivis</i> . Site of former Dunstable Town railway station (HER15558).
Area 2	Blow's Downs	Prehistoric and Roman archaeological evidence at base of chalk escarpment.
Area 3	Skimpot Lane/Chaul End	Evidence for prehistoric flint artefacts (HER198, 16064), Iron Age settlement (HER1459, 15827), Saxon burials (HER1460) and medieval lynchets (HER212).
Area 4	Caddington Park compound	Area designated for large area topsoil strip, which potentially might have impacted upon archaeological remains.
Area 5	Luton – Bute Street/Plaiters Lea area	The historic core of Luton originating in the Saxon period. Nearby is the medieval parish church (HER856) and one of Luton's two castles (HER185).
Area 6	Dog Kennel Down	Archaeological observation works as a result of the previously undertaken trial trench evaluation.

The archaeological works were carried out in accordance with the Method Statement (Albion Archaeology 2010b), the AO's Brief (CBC 2010) and the scheme's Technical Manager's Written Scheme of Investigation (ARUP 2010).



Throughout the project the standards set out in the following documents were adhered to:

• Albion Archaeology	<i>Procedures Manual: Volume 1 Fieldwork</i> (2nd edn, 2001).
• English Heritage	<i>Management of Research Projects in the Historic Environment (MoRPHE) Project Managers' Guide</i> (2006)
	<i>Environmental Archaeology: A guide to the theory and practice of methods, from sampling and recovery to post-excavation</i> (2002/01)
• IfA	<i>By-Laws and Code of Conduct</i>
	<i>Standard and Guidance for an Archaeological Watching Brief</i> (updated 2008)
• Luton Museum	<i>Procedure for preparing archaeological archives for deposition with registered museums in Bedfordshire</i> (version 2.7)



3 RESULTS

3.1 Introduction

The deposits and features revealed during the groundworks are summarised by area below and shown in Figures 2-10. Detailed technical information on all deposits and archaeological features can be found in Appendix 1.

Within all the monitored areas the undisturbed geological stratum was chalk, except Area 5 where the solid geology was not reached.

3.2 Site of Former Vienna Pavilion (Area 1A)

Ground reduction in this area revealed overburden consisting of up to 0.3m of topsoil (41) and a dump of material associated with the former railway embankment (42) which was at least 1.0m thick (Figure 2: Section 1). An area of root disturbance was also observed consisting of a roughly circular and steep sided feature measuring up to 2.5m across and filled with a mottled dark brown silty sand.

3.3 Church Street/Station Road, Dunstable (Area 1B)

Overburden in this area comprised topsoil (51) and a firmer sandy-silt subsoil (52), with a combined thickness of 0.35–0.45m, overlying deposits associated with the railway embankment (53) which were up to 2.0m thick.

3.3.1 Well

A circular well [55] was uncovered approximately 50m to the south of the A505 road (Figure 3). It was constructed with un-frogged red bricks and measured *c.* 1.0m across and at least 20m deep. The top seven courses of the well lining were bonded with mortar and laid head-wise (regular courses), with each layer protruding a little further towards the centre of the well, which may suggest the well was originally topped with a lid (Figure 3: Section 2). The lower courses appeared to have been constructed with a single skin of un-mortared bricks laid in string (head-stretcher) courses.

The feature appeared to have been cut into the deposits associated with the railway embankment (53), which may indicate an association with the nearby former Dunstable Town railway station (HER15558).

3.4 Blow's Downs (Area 2)

Deposits revealed along Blow's Downs comprised up to 0.3m thick topsoil (61) overlying subsoil (62) that was generally 0.15–0.2m thick. The latter, in turn, sealed at least 0.3m of railway bank material (63) (Figure 4) that overlay the natural chalk (64).

3.5 Skimpot Lane / Chaul End (Area 3)

The groundworks revealed similar deposits to that of Area 2 — a 0.2m thick topsoil (71) and up to 0.25m of subsoil (72) which overlay material forming the railway embankment (73). The latter was at least 0.3m thick (Figure 5) and overlay the natural chalk (74).



3.6 Caddington Park (Area 4)

The groundworks associated with the construction of a site compound revealed only 0.1–0.25m thick topsoil/vegetation (81) (Figure 6).

3.7 Luton – Bute Street/Plaiters Lea (Area 5)

Groundworks monitored included the machine-excavation of four test pits (nos 17-20) that were excavated to a depth below ground level of between *c.* 0.4m (Test Pit 20 – at the eastern end of the development area) and *c.* 1.95m (Test Pit 17 – at the western end of the site) (Figure 7). A series of make-up layers (91-96) associated with the former station car park were revealed. These overlay deposits probably associated with the railway embankment (99-100) and subsequent levelling layers (97-98) for the car park (Figure 7: Section 3 and 4).

3.8 Dog Kennel Down (Area 6)

3.8.1 Overburden and geological deposits

Groundworks monitoring in this area revealed overburden that was generally consistent in colour and composition throughout the area. It comprised silty-loam topsoil (1) overlying firmer clay-silt subsoil (2). The thickness of the overburden varied from 0.25–0.70m. It was generally thicker towards the western edge of the area, probably as a result of historic ploughing and erosional, down-slope soil movement. In addition, two areas of colluvial deposits (17) and (33), likely to be filling natural hollows, were present in the north part of the area (Figures 8 and 9). These were similar to deposits recorded nearby during the trial trenching (Albion Archaeology 2011).

3.8.2 Early Roman ditches

A shallow U-shaped, NW-SE aligned ditch [8] was revealed in the electric cable diversion trench in the northern half of the area (Figures 8 and 9: Section 6). It was cut into the natural chalk deposits (3) from beneath the subsoil (2) and was filled by a single, clay-silt deposit containing a hand-made, abraded pottery sherd (24g) of a grog- and sand-tempered fabric (Bedfordshire Ceramic Type Series code F09), datable to the early Roman period.

Further to the south, another NW-SE aligned ditch [31] was revealed beneath the subsoil (2) in the gas and electric cable trench at the south-east end of the area (Figures 8 and 10: Section 8). It produced no artefacts but it appears to be a continuation of a Roman ditch [1304] investigated during the trial trenching and interpreted as a “field boundary/drainage ditch associated with agricultural activity” (Albion Archaeology 2011, 9).

3.8.3 Post-medieval – modern ditch and layers

A curvilinear ditch [6] was revealed to the north of ditch [8]. It produced no artefacts, although unlike ditch [8] it was cut into the subsoil suggesting it is likely to be either post-medieval or modern in date (Figures 8 and 9: Section 4).

The archaeological observations also confirmed the presence of buried soils and make-up layers revealed during the previous evaluation in Trial Trenches



7, 8 and 9 (Albion Archaeology 2011). These were identified in the service trenches towards the centre of the area. A buried subsoil (20) and topsoil (19) were overlain by a make-up layer (18) containing modern ceramic building material that is likely to be associated with the construction of the railway (Figure 8).

3.8.4 Undated features

Two further ditches [4] and [10] were revealed in the vicinity of ditches [6] and [8] (Figures 8 and 9: Section 3 and 5 respectively); they were cut into the natural chalk deposits (3) from beneath the subsoil (2) and produced no artefacts. However, the alignment of ditch [4] suggests it may be associated with the similarly aligned early Roman ditch [8].

The only discrete feature comprised an oval-shaped pit [21] revealed beneath both buried soils (19) and (20) and make-up layer (18), towards the centre of the area in a gas service trench. It measured *c.* 1.6m across and at least 1.2m deep; its excessive depth meant that it could not be fully excavated safely within the confines of the service trench. Its near vertical sides and substantial size could indicate it was originally used as a storage pit or possibly as a well. The only artefacts recovered were animal bone fragments, weighing 3.1kg, which included approximately half of a juvenile cattle skeleton represented by a number of disarticulated bone elements (25). The skeleton appears to have been deposited once the pit's original use was redundant; it was placed on the top of a naturally accumulated fill (24) and overlain by a deliberately backfilled deposit (26). Five additional long bone fragments (59g) of indeterminate species were recovered from upper fill (30). These were in very poor condition with eroded surfaces.



4 CONCLUSIONS

The only archaeological features pre-dating the construction of the railway were revealed at Dog Kennel Down (Area 6). These included two ditches [8 and 31] aligned NW-SE dating to the early Roman period, one of which was also revealed in the earlier phase of trial trenching (Albion Archaeology 2011). Though containing no artefacts, a further similarly aligned ditch [4] is likely to be contemporary. These ditches may well have served as field boundaries/drainage ditches associated with agricultural activity, although the pottery recovered from the ditches during these works and the preceding trial trenching may provide evidence for settlement activity in the vicinity.

Two undated features, also revealed in Area 6, could be associated with the Roman activity — a ditch and a deep pit which may originally have been used as a storage pit or well and which contained a partial cattle skeleton.

The presence of the Roman features in Area 6 indicates the potential for the survival of further features of the period in the vicinity. Further such evidence could be of interest in the light of regional research themes relating to the development and relationships of settlements and field systems of the period (Oake 2007, 11).

Numerous layers and features associated with the development and use of the railway were revealed. Of particular note was a brick-lined well located in deposits associated with the railway embankment near the former Dunstable Town Station in Area 1B.

The project archive will be deposited with Luton Museum (accession no. 2010.35). This report will be uploaded onto the Archaeology Data Service's OASIS website (ref. albionar1-78982).



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6 APPENDIX 1: AREA SUMMARY



Area: 1A
Extent (ha): 0.01
OS Co-ordinates: TL0251522035
Description: Site of former Vienna Pavilion

Context:	Type:	Description:	Excavated:	Finds Present:
41	Topsoil	Friable dark brown grey silty sand moderate small-large CBM, moderate small-large stones. Up to 0.3m thick deposit.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
42	Dump material	Friable mid brown grey silty sand frequent small-large CBM, frequent small-large concrete. At least 1.0m thick deposit of railway embankment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
43	Natural	Compact light grey white chalk	<input type="checkbox"/>	<input type="checkbox"/>



Area: 1B
Extent (ha): 0.05
OS Co-ordinates: TL0258921982
Description: Church Street/Station Road, Dunstable

Context:	Type:	Description:	Excavated:	Finds Present:
51	Topsoil	Friable dark brown grey silty sand moderate small-large CBM, moderate small-large stones. Up to 0.3m thick deposit.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
52	Subsoil	Firm mid brown orange sandy silt occasional small-medium CBM, occasional flecks chalk, occasional small-medium stones. Up to 0.15m thick deposit.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
53	Dump material	Friable mid brown grey silty sand frequent small-large CBM, occasional small-large concrete. Up to 2m thick deposit of railway embankment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
54	Natural	Compact light grey white chalk	<input type="checkbox"/>	<input type="checkbox"/>
55	Well	Circular sides: vertical dimensions: min breadth 1.m, min depth 20.m. Possibly contemporary with the rail track and cut into (53).	<input type="checkbox"/>	<input type="checkbox"/>
56	Well lining	Brick lining of well [55]. Top 7 courses bonded with light grey sandy lime mortar in regular (head) courses. These courses get narrow up- and inwards. Below that unmortared numerous string brick courses (head-stretcher). At least one top course missing (mortar seen on top). Brick dimensions: 228x108x69mm.	<input type="checkbox"/>	<input type="checkbox"/>



Area: 2
Extent (ha): 2.3
OS Co-ordinates: TL0369921989
Description: Blow's Downs area

Context:	Type:	Description:	Excavated:	Finds Present:
61	Topsoil	Friable dark brown grey silty sand moderate small-large CBM, moderate small-large stones. Up to 0.3m thick deposit.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
62	Subsoil	Firm mid brown orange sandy silt occasional small-medium CBM, occasional flecks chalk, occasional small-medium stones. Up to 0.2m thick deposit.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
63	Dump material	Friable mid brown grey silty sand frequent small-large CBM, occasional small-large concrete. At least 0.3m thick deposit of railway embankment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
64	Natural	Compact light grey white chalk	<input type="checkbox"/>	<input type="checkbox"/>



Area: 3
Extent (ha): 0.43
OS Co-ordinates: TL0454722171
Description: Skimpot Lane / Chaul End

Context:	Type:	Description:	Excavated:	Finds Present:
71	Topsoil	Friable dark brown grey silty sand moderate small-large CBM, moderate small-large stones. Up to 0.2m thick deposit.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
72	Subsoil	Firm mid brown orange sandy silt occasional small-medium CBM, occasional flecks chalk, occasional small-medium stones. Up to 0.25m thick deposit.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
73	Dump material	Friable mid brown grey silty sand frequent small-large CBM, occasional small-large concrete. At least 0.3m thick deposit of railway embankment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
74	Natural	Compact light grey white chalk	<input type="checkbox"/>	<input type="checkbox"/>



Area: 4
Extent (ha): 0.04
OS Co-ordinates: TL0547222149
Description: Caddington Park compound

Context:	Type:	Description:	Excavated:	Finds Present:
81	Topsoil	Friable dark grey brown silty sand occasional small-medium CBM, occasional small-medium stones. Between 0.1 and 0.25m thick deposit.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
82	Natural	Compact light grey white chalk	<input type="checkbox"/>	<input type="checkbox"/>



Area: 5
Extent (ha): 0.001
OS Co-ordinates: TL0916821577
Description: Test pits in Luton - Bute Street / Plaiters Lea area

Context:	Type:	Description:	Excavated:	Finds Present:
91	External surface	Hard dark grey tarmac . Up to 0.1m thick deposit.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
92	Make up layer	Hard mid grey gravel . Up to 0.06m thick 'type 1' material deposit.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
93	External surface	Hard dark grey tarmac . Up to 0.1m thick deposit.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
94	External surface	Hard mid orange red hardcore . Up to 0.06m thick brick rubble deposit.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
95	Make up layer	Firm dark grey sandy gravel . Between 0.12 and 0.3m thick deposit	<input checked="" type="checkbox"/>	<input type="checkbox"/>
96	Make up layer	Plastic mid orange clay sand occasional small-medium stones. Up to 0.17m thick deposit.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
97	Levelling layer	Plastic mid brown white clay silt occasional small-medium stones. Up to 0.3m thick deposit mixed with chalky silt	<input checked="" type="checkbox"/>	<input type="checkbox"/>
98	Levelling layer	Friable mid grey orange clay sand moderate small-medium stones. Up to 0.72m thick deposit	<input checked="" type="checkbox"/>	<input type="checkbox"/>
99	Dump material	Firm mid white silty chalk . Up to 0.4m thick deposit of redeposited chalk - to create mound/railway embankment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
100	Dump material	Friable mid grey orange clay sand moderate small-medium stones. At least 1.2m thick deposit - to create mound/railway embankment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Area: 6
 Extent (ha): 0.7
 OS Co-ordinates: TL0159022813
 Description: Dog Kennel Down area

Context:	Type:	Description:	Excavated:	Finds Present:
1	Topsoil	Friable dark grey brown silty loam occasional flecks chalk, occasional small-medium stones. Between 0.1m and 0.32m thick deposit.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Subsoil	Firm mid orange brown clay silt frequent flecks chalk, occasional small stones. Between 0.1m and 0.4m thick deposit.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3	Natural	Compact light brown white chalk occasional small stones	<input type="checkbox"/>	<input type="checkbox"/>
4	Ditch	Linear NW-SE sides: V-Shaped base: concave dimensions: max breadth 0.87m, max depth 0.35m, min length 2.85m. Likely the same as [33].	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5	Fill	Friable mid brown grey clay silt frequent flecks chalk, occasional small stones	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6	Ditch	Curving linear NE-SW sides: concave base: concave dimensions: max breadth 0.55m, max depth 0.24m, min length 2.7m. Ditch is cut through subsoil.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7	Fill	Friable mid grey brown clay silt frequent flecks chalk, occasional small stones	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8	Ditch	Linear NW-SE sides: concave base: concave dimensions: max breadth 0.61m, max depth 0.12m, min length 3.35m	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	Fill	Friable mid brown orange clay silt occasional flecks chalk, occasional small-medium stones. Pot sherd recovered.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
10	Ditch	Linear E-W sides: concave base: concave dimensions: max breadth 1.9m, max depth 0.71m, min length 2.5m	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	Upper fill	Friable light grey brown clay silt moderate flecks chalk, frequent small stones. 0.19m thick.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12	Tertiary fill	Friable mid grey brown clay silt frequent flecks chalk, moderate small stones. 0.23m thick.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13	Secondary fill	Firm dark grey brown clay silt frequent flecks chalk, moderate flecks charcoal, occasional small stones. 0.15m thick.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14	Secondary fill	Firm light grey brown chalky silt frequent flecks chalk, occasional small stones. 0.25m thick.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
15	Secondary fill	Firm light brown white chalky silt frequent flecks chalk, moderate flecks charcoal, occasional small stones. 0.18m thick.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	Primary fill	Firm mid grey white clay silt frequent flecks chalk, occasional small stones. 0.10m thick.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17	Colluvium	Friable dark grey brown clay silt occasional flecks chalk, occasional small stones. Up to 0.23m thick. The same as (303) in TT3.	<input type="checkbox"/>	<input type="checkbox"/>
18	Make up layer	Firm mid grey white chalky silt frequent small-large CBM, occasional flecks charcoal, occasional small-large concrete, frequent small-large stones. Up to 0.65m thick deposit. The same as (904) in Trench 9 and fill (807)/[806] in Trench 8.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19	Buried topsoil	Firm dark grey brown silty loam occasional flecks chalk, occasional small stones. Up to 0.3m thick deposit. The same as (803) in Trench 8.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
20	Buried subsoil	Firm mid orange brown clay silt moderate flecks chalk, occasional small-medium stones. Up to 0.38m thick deposit. The same as (804) in TT8 and (703) in Trench 7.	<input checked="" type="checkbox"/>	<input type="checkbox"/>



Area: 6
Extent (ha): 0.7
OS Co-ordinates: TL0159022813
Description: Dog Kennel Down area

21	Pit	Oval NE-SW sides: steep dimensions: max breadth 1.58m, min depth 1.23m, min length 1.6m. Contained animal skeleton (25).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
22	Primary fill	Loose light grey white silty chalk . Up to 0.6m thick deposit, likely contemporary with (23). Slumped/weathered in natural chalk.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
23	Primary fill	Loose light grey white silty chalk . At least 0.59m thick deposit. Likely contemporary with (22). Not fully excavated deposit of natural chalk weathered in.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
24	Lower fill	Friable mid grey chalky silt frequent flecks chalk, occasional small stones. At least 0.42m thick deposit of worked soil mixed with natural weathered in.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
25	Animal skeleton	Partial remains of a juvenile cattle skeleton. Dumped at the base of deposit (26).	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
26	Backfill	Friable dark orange brown silty sand moderate flecks chalk, occasional small stones. Up to 0.33m thick backfill of cattle skeleton (25).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
27	Secondary fill	Friable mid grey white chalky silt frequent flecks chalk, occasional small-medium stones. Up to 0.22m thick deposit of washed in natural chalk. Contemporary with (28).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
28	Secondary fill	Friable mid grey chalky silt frequent flecks chalk, occasional small-medium stones. Up to 0.24m thick deposit of washed in natural chalk. Contemporary with (27).	<input checked="" type="checkbox"/>	<input type="checkbox"/>
29	Tertiary fill	Friable dark orange brown sandy silt occasional flecks chalk, occasional small-medium stones. Naturally silted up, 0.4m thick deposit.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
30	Upper fill	Friable dark orange brown sandy silt frequent flecks chalk, occasional small-medium stones. Up to 0.52m thick deposit of final silting of pit.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
31	Ditch	Linear NW-SE sides: U-shaped base: concave dimensions: max breadth 0.85m, max depth 0.27m, min length 1.m. Likely the same ditch as [1304] in Trial Trench 13.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
32	Fill	Friable mid grey brown silty sand frequent flecks chalk, occasional small stones. Naturally accumulated deposit - moderately rooted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
33	Colluvium	Friable dark grey brown clay silt occasional flecks chalk, occasional small stones. Up to 0.3m thick deposit. Identical in composition /texture to (17), but filled in a separate dip in the ground.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

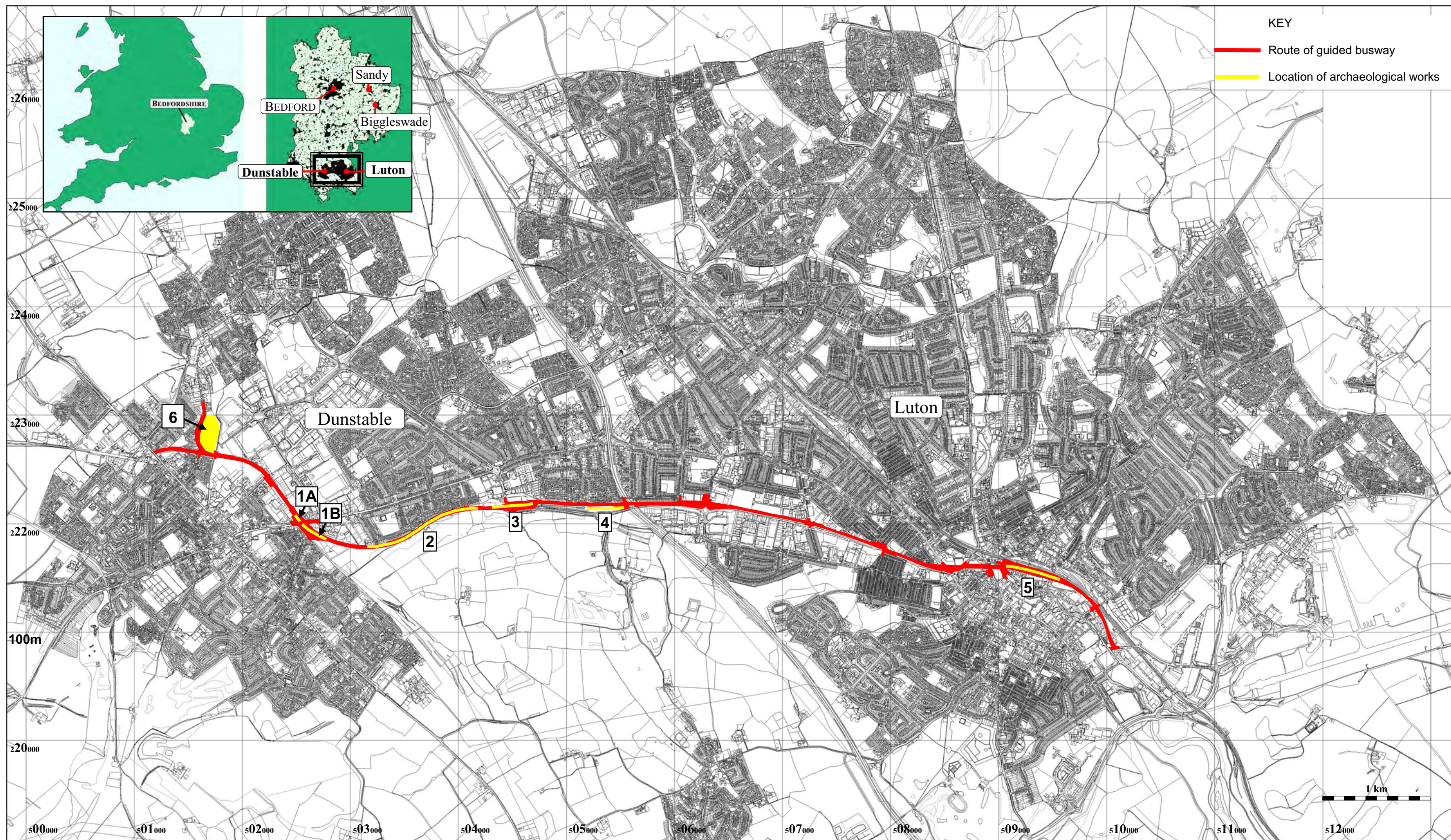
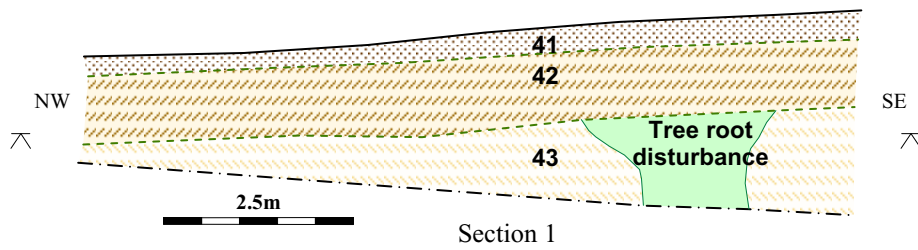
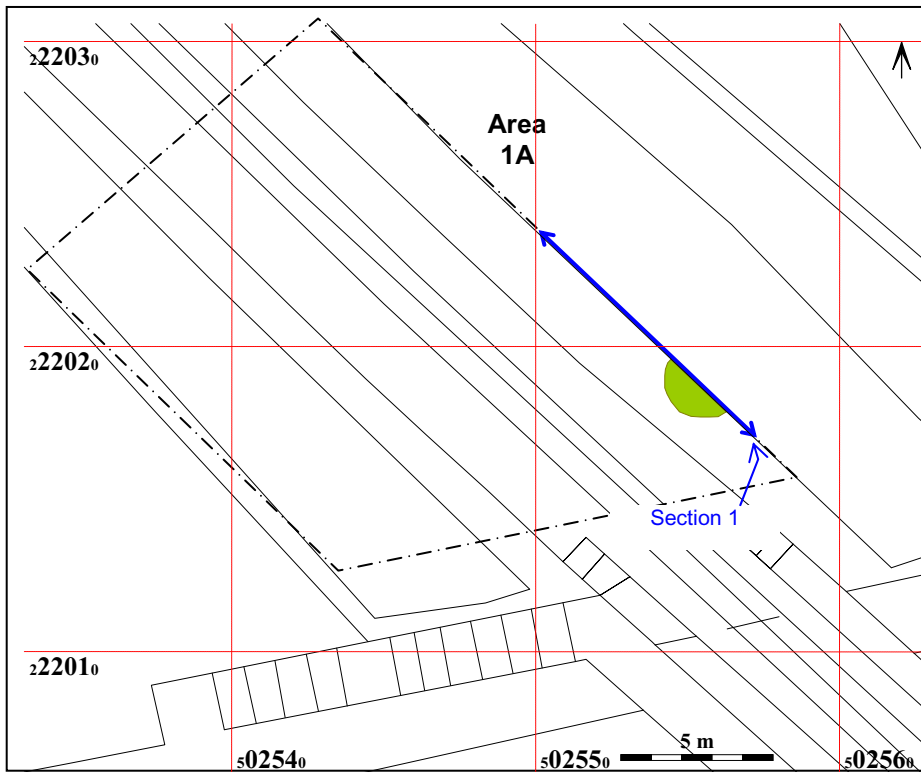


Figure 1: Site and area location plan

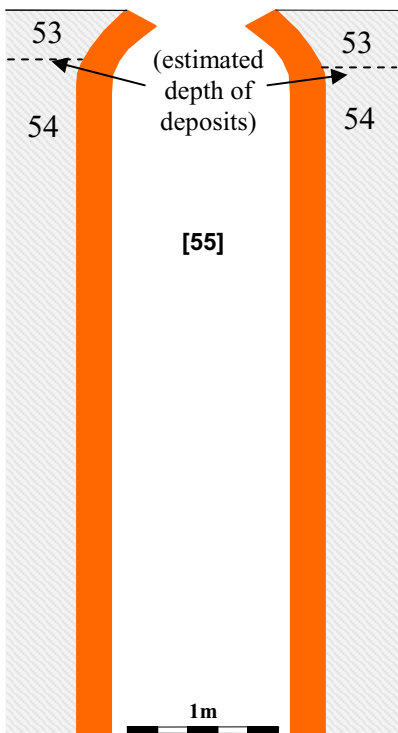
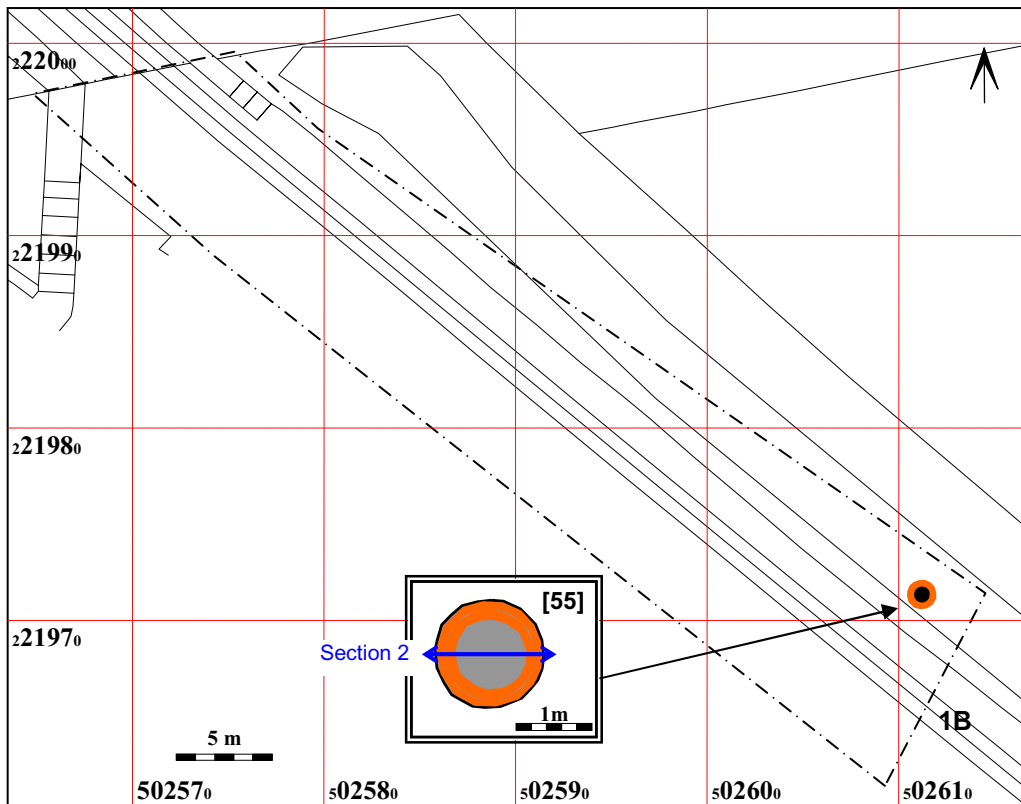
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Photograph of tree root disturbance in Area 1A

Figure 2: Area 1A

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Section 2: Presumed cross-section of well [55]



Photograph of top of well [55]. Scale 1m



Photograph of inside of well [55].



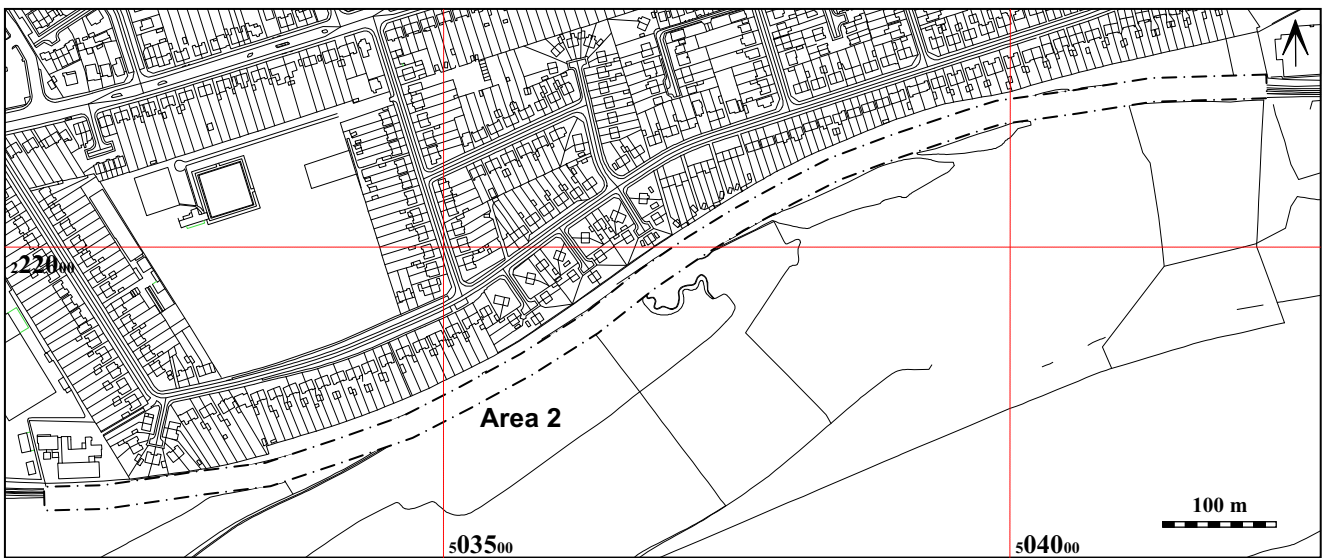
Photograph of wall of well [55]. Scale 40cm

Figure 3: Area 1B

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West end of Area 2, looking east



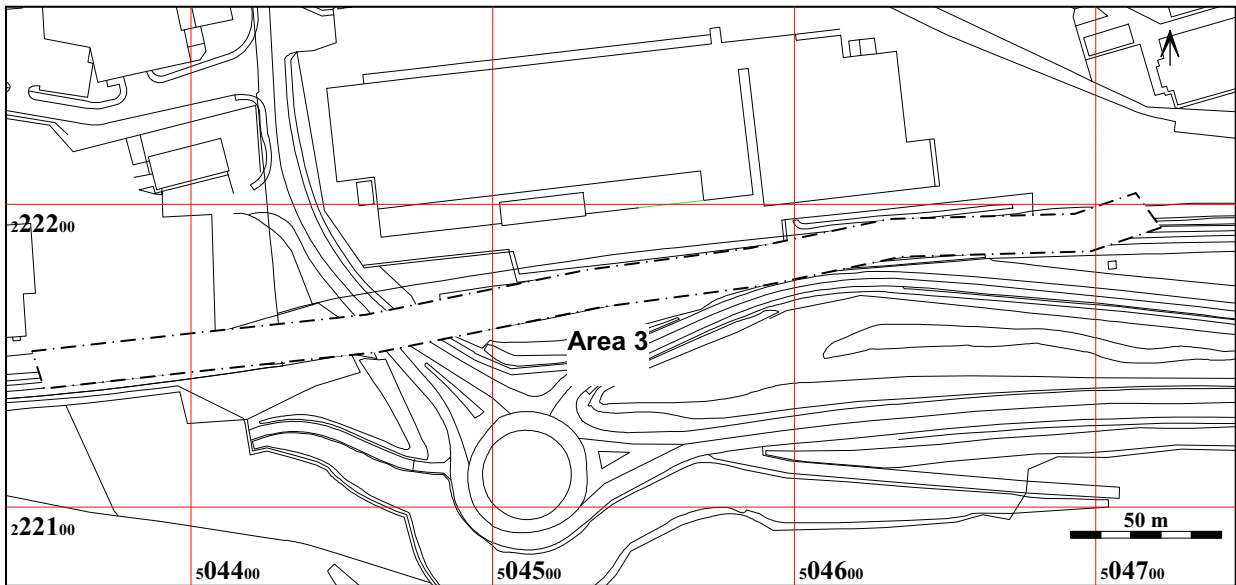
East end of Area 2, looking east

Figure 4: Area 2

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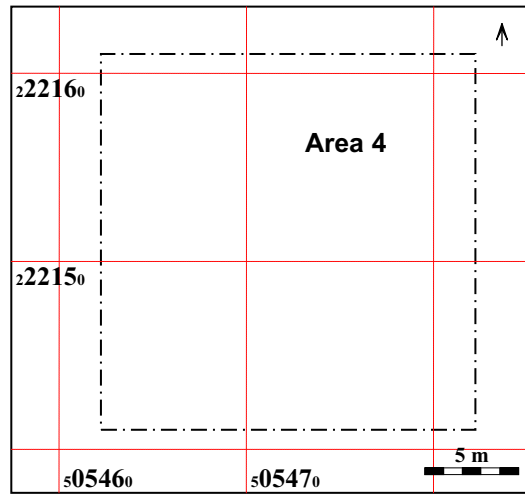
West end of Area 3, looking west



East end of Area 3, looking west

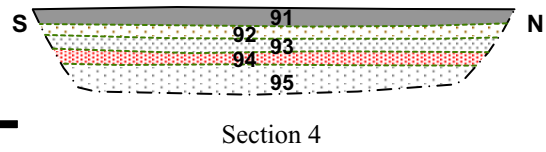
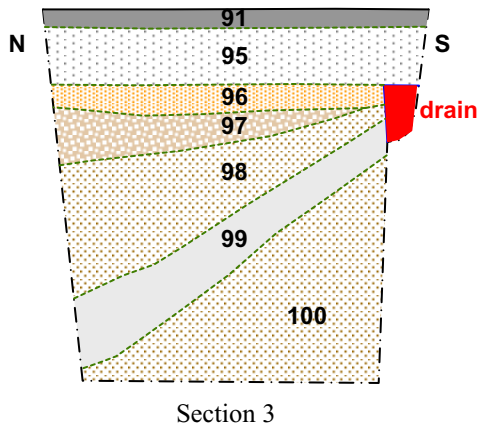
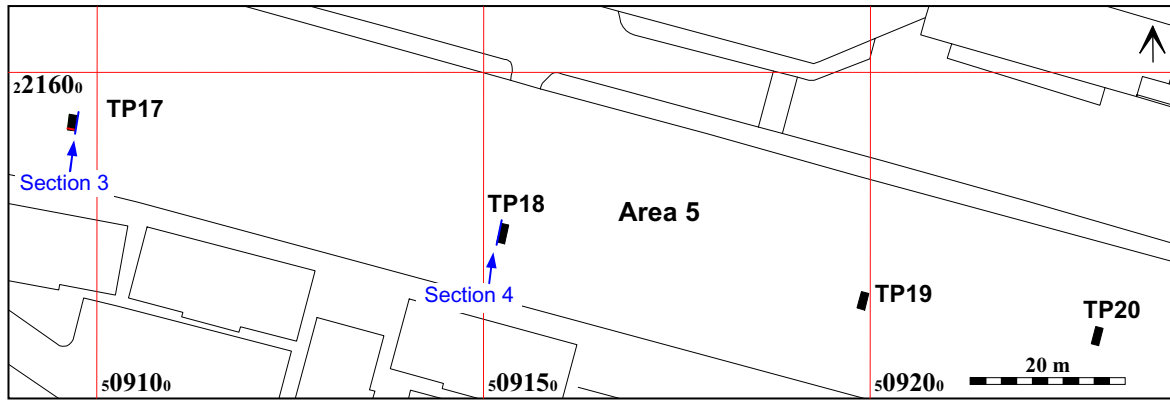
Figure 5: Area 3

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Photograph of Area 4, looking north-east

Figure 6: Area 4



Photograph of TP 17.
Scale 1m



Photograph of TP 18.
Scale 1m

Figure 7: Area 5

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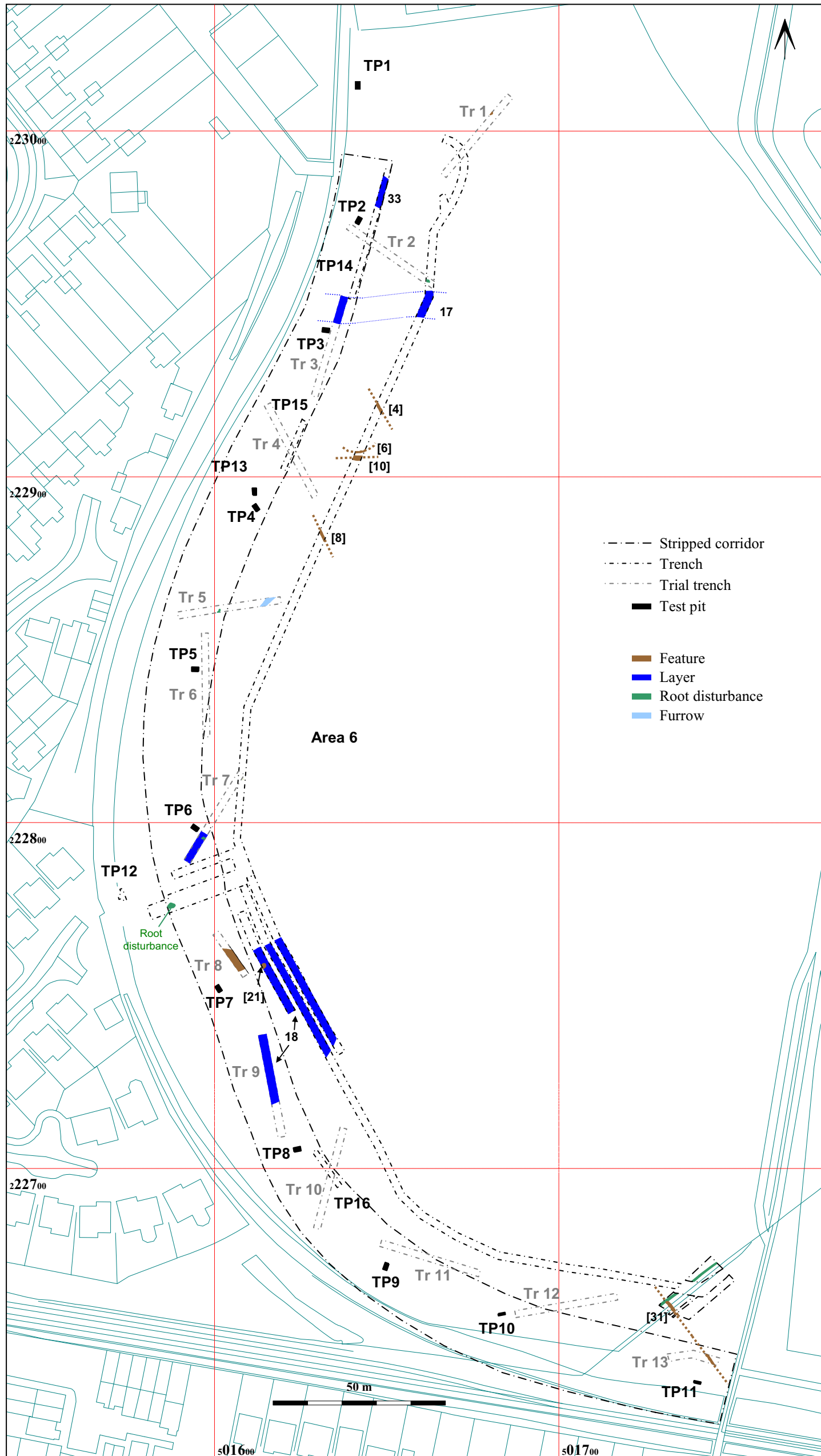


Figure 8: Area 6 all features (overlaid onto trial trenching results)

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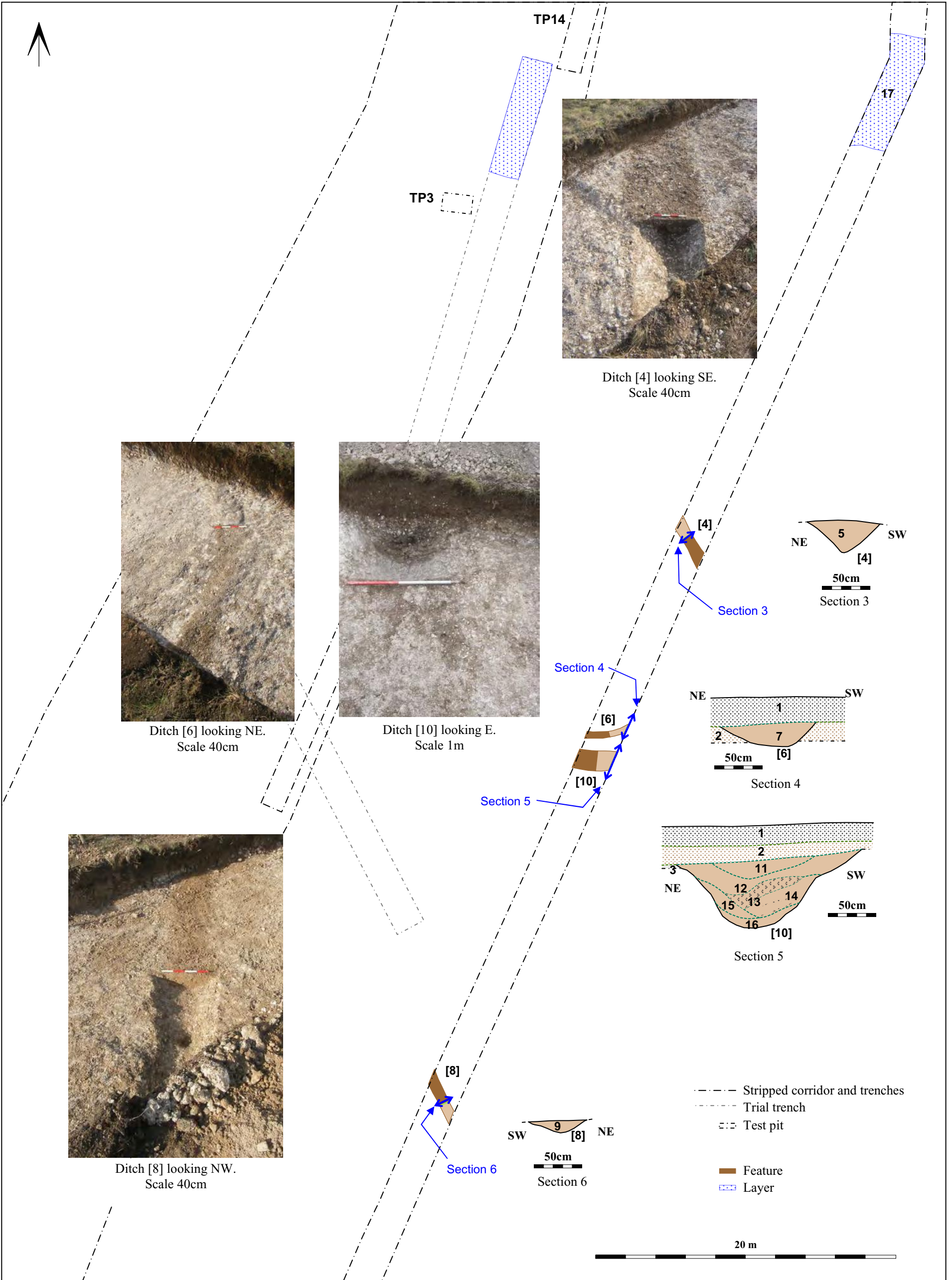


Figure 9: Area 6 northern features

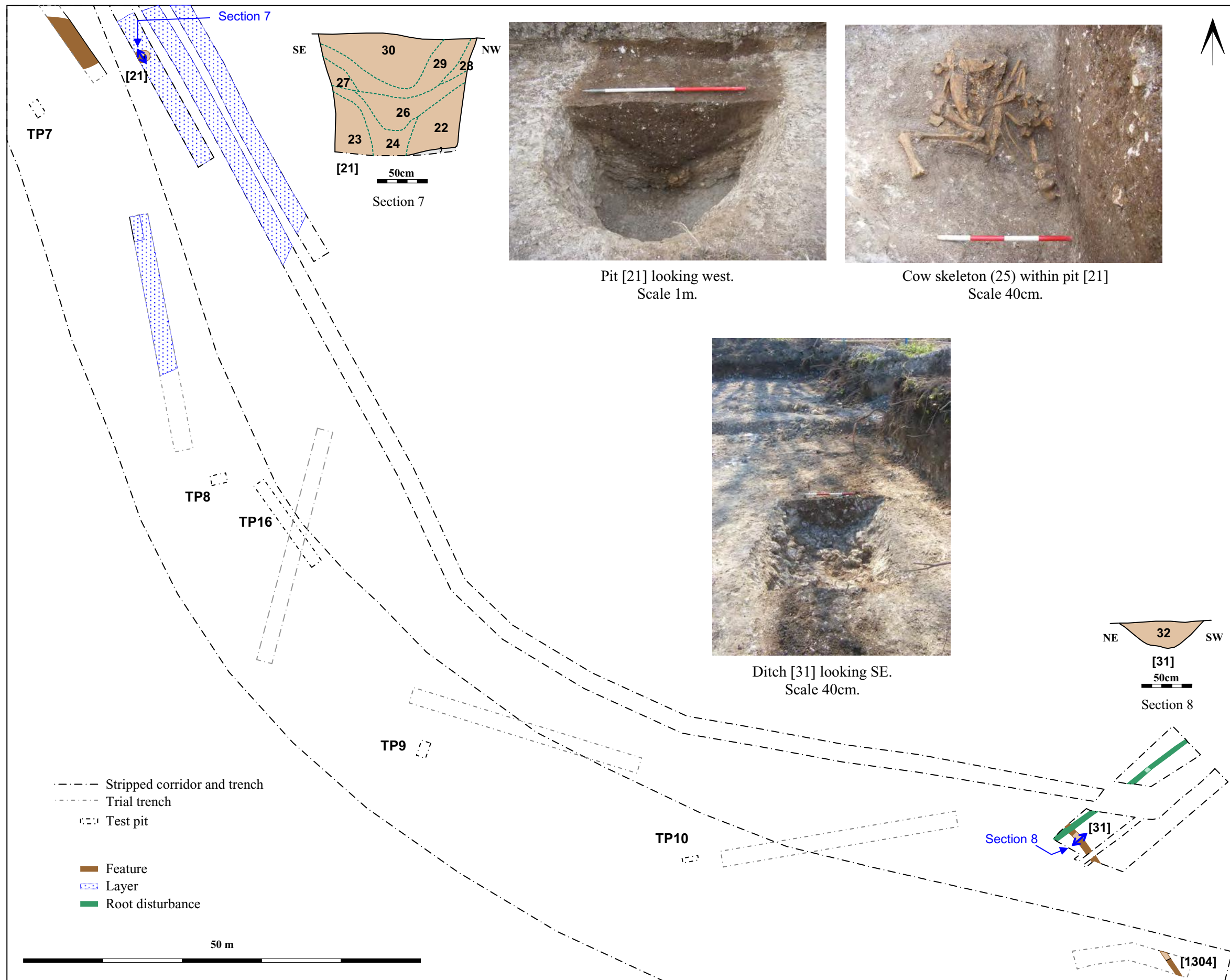


Figure 10: Area 6 southern features
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