

LAND AT CASTLE CARY RAILWAY STATION

ANSFORD

CASTLE CARY

SOMERSET

Results of a Desk-Based Assessment and Walkover Survey



South West Archaeology Ltd. report no. 190109



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Land at Castle Cary Railway Station, Ansford, Castle Cary, Somerset

Results of a Desk-Based Appraisal and Walkover Survey

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Report Version: Final

Draft issued: 9th January 2019

Finalised: 15th February 2019

Work undertaken by SWARCH for Atkins

SUMMARY

This report presents the results of a desk-based assessment and walkover survey carried out by South West Archaeology Ltd. (SWARCH) for land at Castle Cary Railway Station, Ansford, Somerset in advance of a planning application for the site.

The site comprises two small plots of land immediately north-east of Castle Cary Train Station; between the railway line and the River Brue. The site is north of the railway line, with industrial sheds, vehicles and debris (including old freight carriages) in the western plot, and the eastern plot remaining mostly clear bar some debris. Within 1km of the site are predominantly post-medieval structures associated with the railway lines and the turnpike road. Medieval and Roman activity has been identified on the higher ground to the north and south of the site, but the buried archaeological potential for the site appears low.

*In terms of indirect impacts, most of the designated heritage assets in the wider area would not be impacted upon by any proposed development. Three assets which lie in close proximity to the site were considered in more detail in this assessment, none of which would be affected by the proposed development (**neutral to negligible**), with minor impacts to the Historic Landscape.*

*With this in mind, the overall impact of the proposed development can be assessed as **neutral to negligible**. The impact of the development on any buried archaeological resource may be **permanent and irreversible**.*



January 2019

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ACKNOWLEDGMENTS

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1.0 INTRODUCTION

LOCATION:	LAND AT CASTLE CARY RAILWAY STATION, ANSFORD
PARISH:	CASTLE CARY
COUNTY:	SOMERSET
NGR:	ST 63572 33619
SWARCH REF.	CCTS18

1.1 PROJECT BACKGROUND

South West Archaeology Ltd. (SWARCH) was commissioned by Atkins (the Agent) to undertake a desk-based assessment and walkover survey as part of a heritage statement for land at Castle Cary Railway Station, Ansford, Castle Cary, Somerset, in advance of a proposed development. This work was undertaken in accordance with best practice and ClfA guidelines.

1.2 TOPOGRAPHICAL AND GEOLOGICAL BACKGROUND

Ansford is a village and parish located on the northern edge of Castle Cary, and is focused south of the A371 and Castle Cary train station. The site is located c. 1.6km north-north-east of Castle Cary church and c. 4.45km south-east of the A37. The site comprises two small plots of land immediately north-east of Castle Cary Train Station; between the railway line and the River Brue. The site is north of the railway line, with industrial sheds, vehicles and debris (including old freight carriages) in the western plot, and the eastern plot remaining mostly clear bar some debris. The site remains mostly level at approximately 43m Above Ordinance Datum (AOD), within a valley associated with the River Brue. The soils of this areas are the deep well drained silty soils of the South Petherton Association; these overlie the sedimentary mudstones and limestone of the Langport Member, Blue Lias Formation and Charmouth Mudstone Formation. Superficial river deposits are also recorded for the site (BGS 2019).

1.3 HISTORICAL BACKGROUND

Ansford is a village and Parish within the hundred of Catsash. It was first recorded in 1086 as *Almundsford*, meaning 'Almund's ford' (Robinson 1992). In 1280 the estates/manors of Ansford and Castle Cary were held by the Lovel family; by 1684 both were sold to an Anthony Ettrick. It was after the death of Ettrick that the manors were divided between different parties. By 1816 the manor and estate of Ansford was held by Samuel Pretor and stayed in his family until it was divided and sold in 1912 (Boydell & Brewer 2010). The site lies within areas identifies as 'Recently Enclosed Land' with the northern half of the eastern plot dated to the 17th of 18th centuries and the southern half of the eastern plot, and the whole of the western plot as 18th to 21st centuries, likely relating to the construction of the railway (Somerset HER). 19th century mapping shows the site as having historically been divided across two fields, with the southern boundary of the railway line being established in the latter half of the 19th century.

1.4 ARCHAEOLOGICAL BACKGROUND

The site is in a landscape of archaeological potential with the Somerset (HER) listing possible Romano-British sites within 1km of the site (see Section 2.3). The surrounding landscape is dominated however by predominantly post-medieval features associated with the turnpike road and railway line. The site has not been subject to previous archaeological works, although the limited fieldwork undertaken nearby has to date had limited returns.

1.5 METHODOLOGY

This work was undertaken in accordance with best practice. The desk-based assessment follows the guidance as outlined in: *Standard and Guidance for Archaeological Desk-Based Assessment* (CIfA 2014a) and *Understanding Place: historic area assessments in a planning and development context* (English Heritage 2012).

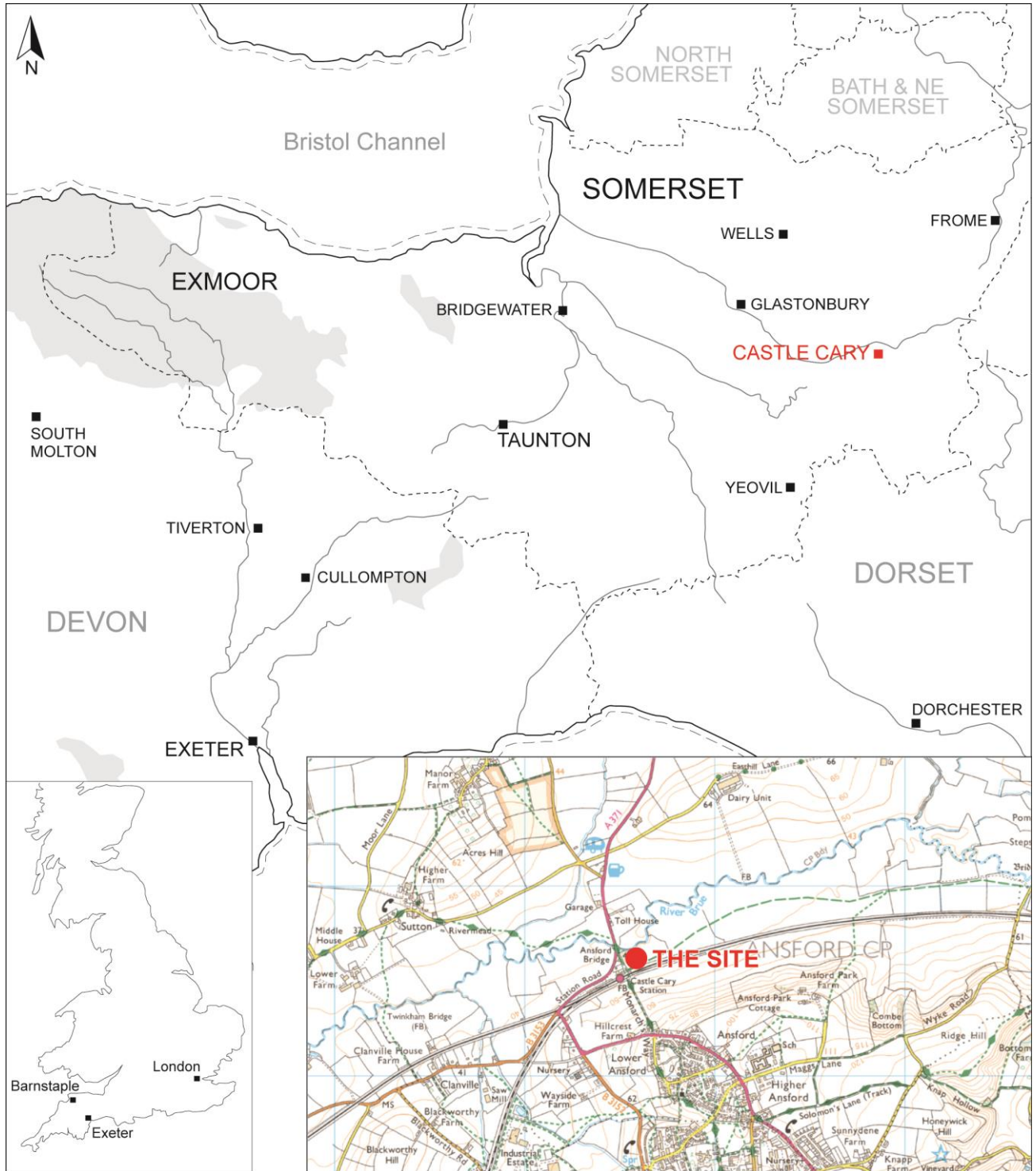


FIGURE 1: SITE LOCATION (THE SITE IS INDICATED).

2.0 DESK-BASED ASSESSMENT

2.1 DOCUMENTARY HISTORY

The site is located south of the River Brue and north of the village of Ansford, off the A371 (Station Road) immediately south of Ansford Bridge. Ansford is a village and Parish within the hundred of Catsash. Ansford was first recorded in 1086 as *Almundsford*, meaning ‘Almund’s ford’ (Robinson 1992) and held by Wulfric under Walter of Douai, having previously been held by Ketel (Boydell & Brewer 2010).

By 1280 Ansford manor was held along with Castle Cary, by the Lovel family. In 1684 both Ansford and Castle Cary were sold to Anthony Ettrick, although after his death the estates (and manors) were again divided, with Ansford manor being sold in two parts of the Digby and Holland families. The lordship was sold to Sir Richard Colt Hoare in 1786. The estate was bought by Nathaniel Webb before 1766, and then by Samuel Pretor after his death in 1816, who had previously bought land in Ansford. The house was rebuilt in 1880, and the estate stayed in the family before being divided and sold in 1912 (Boydell & Brewer 2010)

2.2 CARTOGRAPHIC DEVELOPMENT

The earliest cartographic source available to this study is the 1811 Surveyor’s Draft map (Figure 2). These draft maps are generally a reliable depiction of road layout, extent of development and location of farms, and the general field-scape/pattern. Ansford, spelt *Ainsford* on the map, is located south of the mapped area, with only the edge of the settlement shown. The map shows the turnpike road running directly south over Ansford Bridge, before an alternate route, seen in the tithe mapping, was constructed. Some field divisions appear south of the Brue and Ansford Park appears to be enclosed.



Figure 2: Extract from the 1811 Ordnance Survey surveyor’s draft map for the Glastonbury area (the approximate location of the site is indicated) (BL).

The earliest relatively detailed cartographic source available to this study (not shown) dates from 1682-4 and is currently kept at the British Library; a copy is present at Castle Cary Museum. The map shows Castle Cary and Ansford, ending at the River Brue. To the south of the site lies Ansford Park and Ansford Common Field. Medieval open strip fields are evident around Ansford and Castle Cary. The 1838 Ansford tithe map (Figure 3), provides the first detailed cartographic depiction of the site and its surrounds. There is some change in the local landscape since the earlier mapping, with the division of the parkland to the south-east and some changes to local field boundaries. Evidence of the remains of medieval open strip field systems is still present in the wider area.

In terms of the site, the tithe map indicates that the site at this time formed parts of two fields (No's 32 and 33). The majority local landowner was Samuel Pretor, who owned most of the surrounding plots, but rented these out to multiple tenants, Plot 33 was in contrast owned by the church and Reverend George Thomas Chamberlain. The fields were tenanted by Mathew Martin and James Pearce. No structures are present immediately south of Ansford Bridge. The original course of the turnpike road towards Ansford (now evident as a footpath) is shown, with a replacement road curving through Budwell field constructed presumably at the same time as the railway.

TABLE 1: EXTRACT FROM THE 1838 ANSFORD TITHE APPORTIONMENT (GEN).

Plot number	Landowner	Tenant	Plot name	Land use
32	Samuel Pretor	Mathew Martin	Collin's Lawn	Pasture
33	Reverend George Thomas Chamberlaine	James Pearce	Parsonage Plot	
34	Samuel Pretor	Mathew Martin	The ten acres	
35			Budwell	
36			Budwell	
53		Benjamin Giles	Little Field	
53a			Part of Little Field	
54			Water Lip	
Ansford Park				
51	Samuel Pretor	Benjamin Giles	Lowe Park	Pasture
52			New Mead	

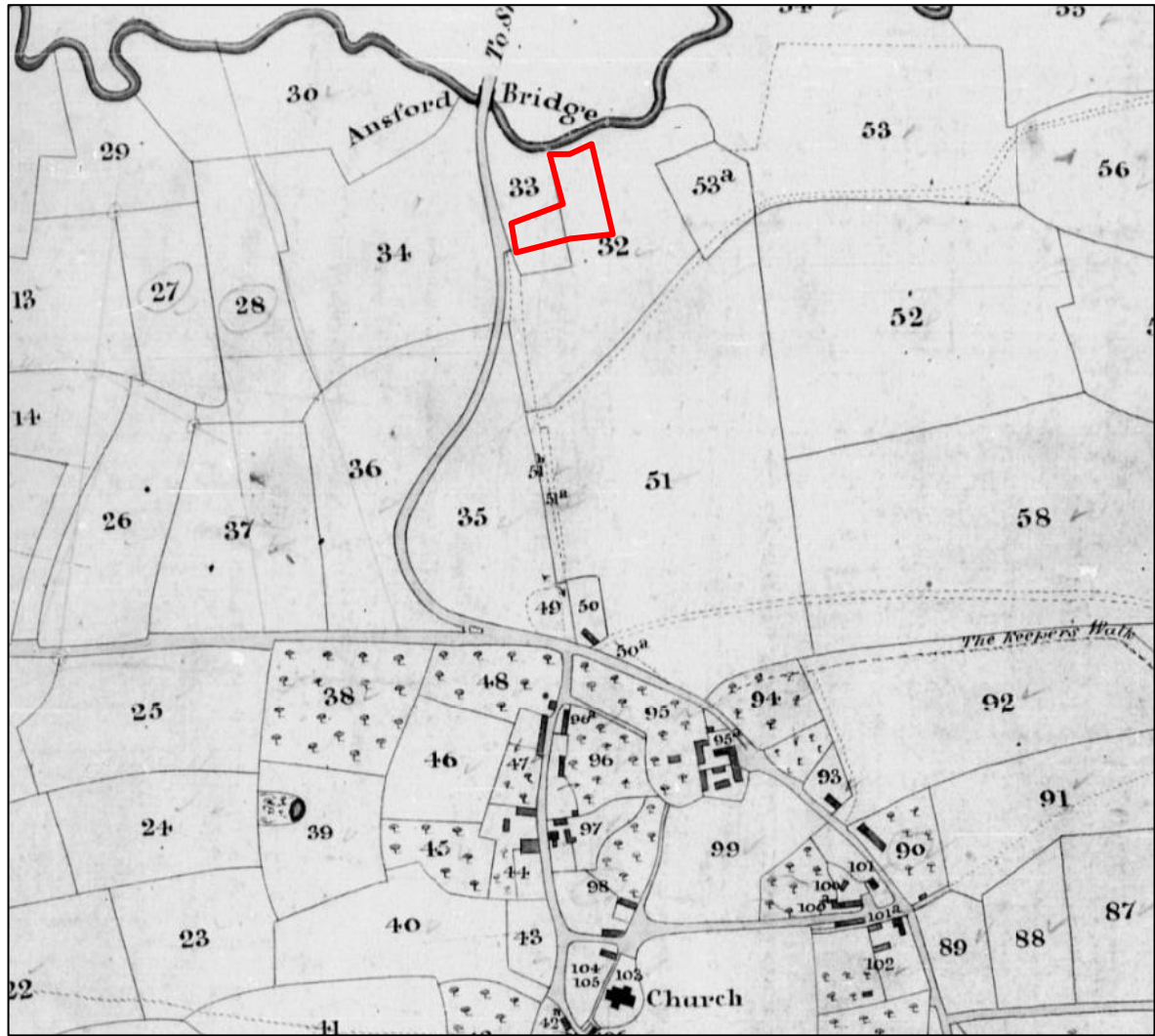


FIGURE 3: EXTRACT FROM THE ANSFORD TITHE MAP OF 1838; THE SITE IS OUTLINED IN RED (GEN).

By the time of the 1886 Ordnance Survey (OS) 1st edition map (Figure 4) the railway line and Castle Cary train station had been constructed, just south of Ansford Bridge. Multiple changes have occurred within the area since 1838, with a new road running south-west from Ansford Bridge, and the old road now being displayed as a footpath towards Ansford, south of the railway. Goods sheds and multiple station buildings are present by the railway, as well as the Great Western Hotel. Three railway cottages are present directly to the west of the site, and these are still present today.

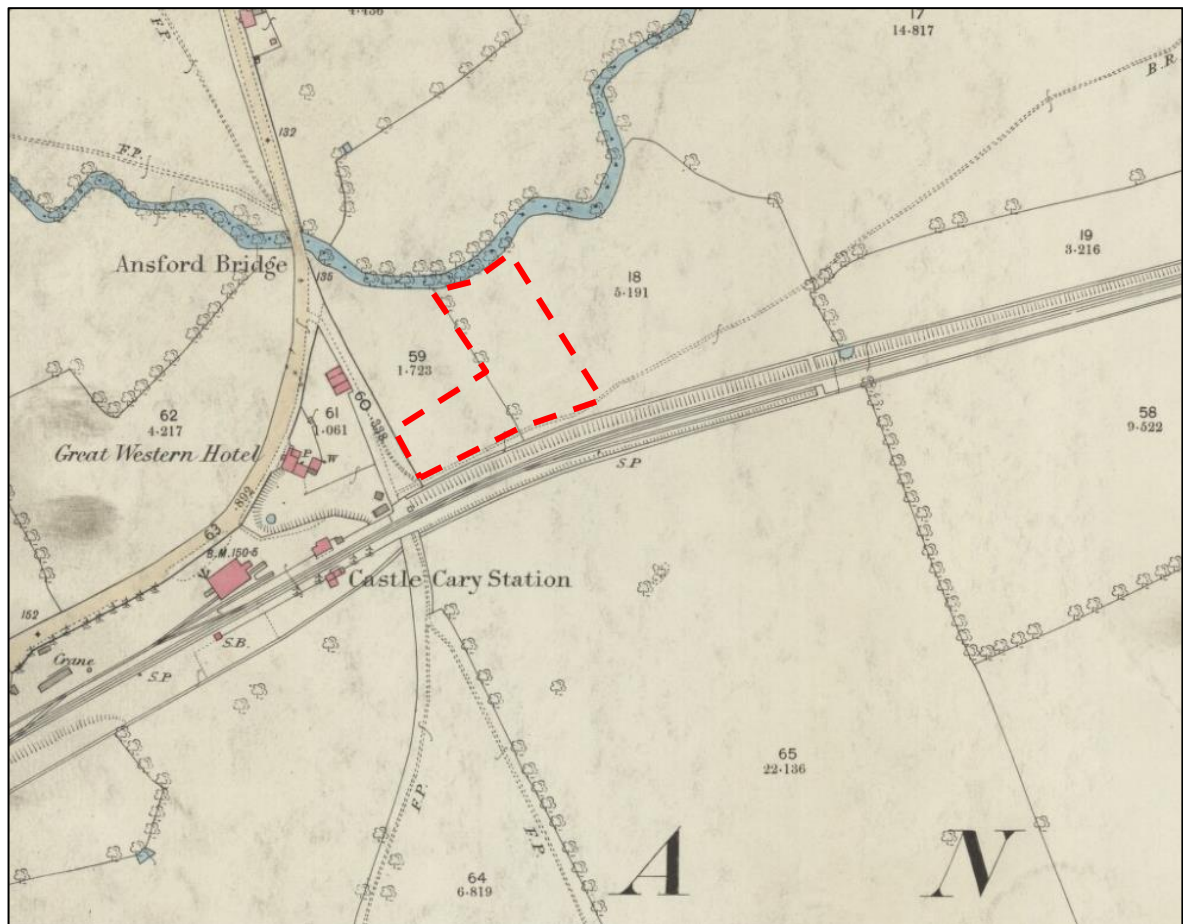


FIGURE 4: EXTRACT FROM THE OS FIRST EDITION 25" MAP, PUBLISHED 1886; THE SITE IS OUTLINED IN RED (NLS).

There is some change between the 1st and 2nd edition Ordnance Survey mapping, with a pumping station added to the railway facilities. There has also been some small expansion at the hotel, with a small area of enclosed ground to its rear. A sawmill was also constructed near the crane present in the 1st edition mapping. There appears to be little change to the field boundaries or usage.

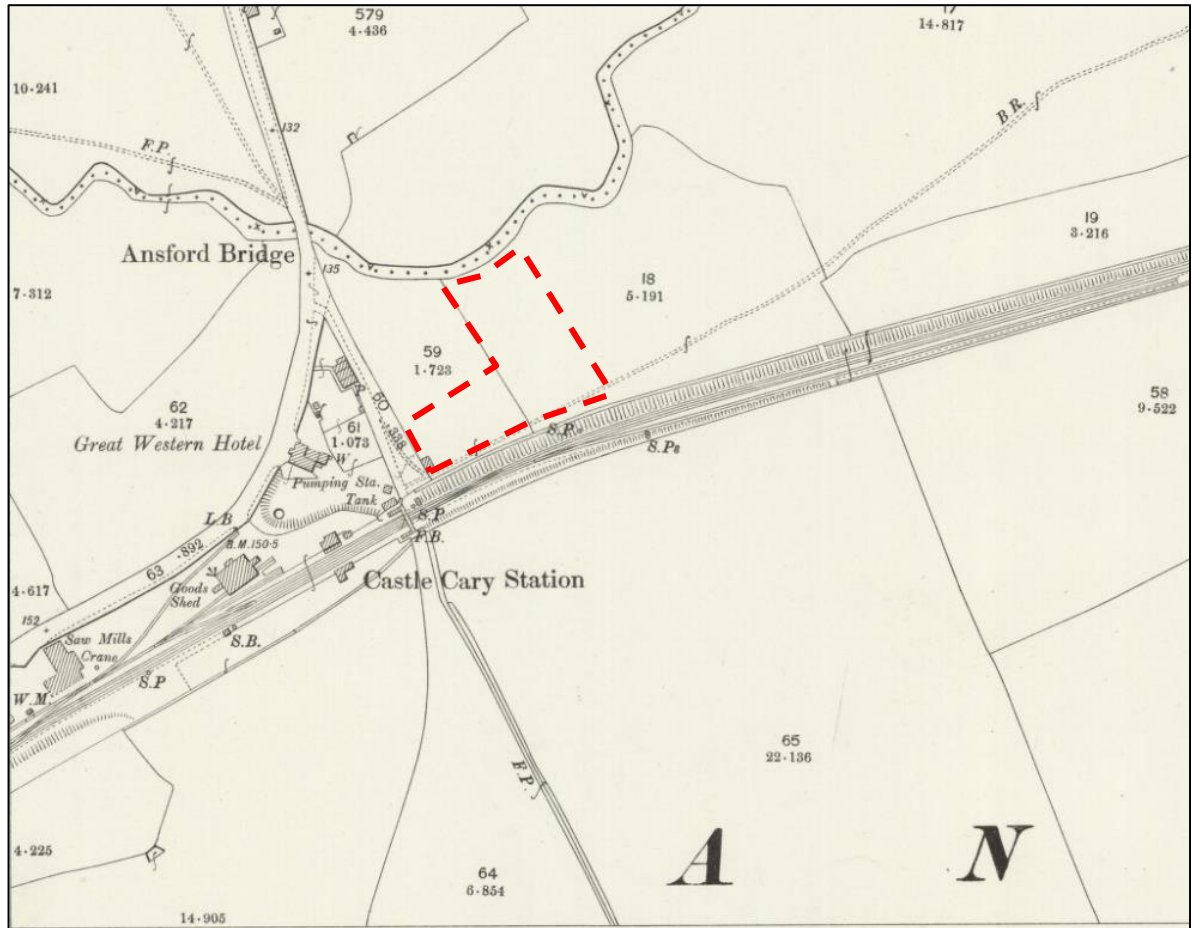


FIGURE 5: EXTRACT FROM THE SECOND EDITION OS 25" MAP OF 1906; THE SITE IS OUTLINED IN RED (NLS).

By 1930 the current plots were not yet outlined, though there was a further increase in buildings in the immediate area, with a probably shed in the southern part of the western plot and a creamery built towards the west of the site, below the hotel.

2.3 ARCHAEOLOGICAL BACKGROUND

The site has not been subject to previous archaeological works. This locality has seen some archaeological fieldwork, in the form of two geophysical surveys (16995 and 32532), a watching brief (28227), a watching brief and excavation (28368) and an evaluation excavation. The majority of assets relate to post-medieval and modern activity, although there is some (limited) evidence of Romano-British settlement on the higher ground to both the north and south of the site.

The site lies within areas identifies as 'Recently Enclosed Land' with the northern half of the eastern plot dated to the 17th of 18th centuries and the southern half of the eastern plot, and the whole of the western plot as 18th to 21st centuries, likely relating to the construction of the railway (Somerset HER).

2.3.1 PREHISTORIC 4000BC - AD43

There are no prehistoric sites recorded on the HER for this area.

2.3.2 ROMANO-BRITISH AD43 – AD409

There are two HER entries showing activity during this period within the 1km search area. Pottery has been found in fields north of the site (23386) and in the centre of Ansford (53498).

2.3.3 EARLY MEDIEVAL AD410 – AD1065

There are no early medieval sites recorded on the HER for this area.

2.3.4 MEDIEVAL AD1066 - AD1540

There are five medieval sites recorded within 1km of the proposed site, the majority of which relate to cultivation with strip field patterns to the north. The Church (and settlement) at Ansford and a possible Deer Park are also within 1km of the site.

2.3.5 POST-MEDIEVAL AND MODERN AD1540 - PRESENT

The most significant assets in terms of the Site are the creation of the 18th century Turnpike road (29149), and the later railway (56985). Many of the other post-medieval and modern assets are associated with these route ways, or are located in Ansford.

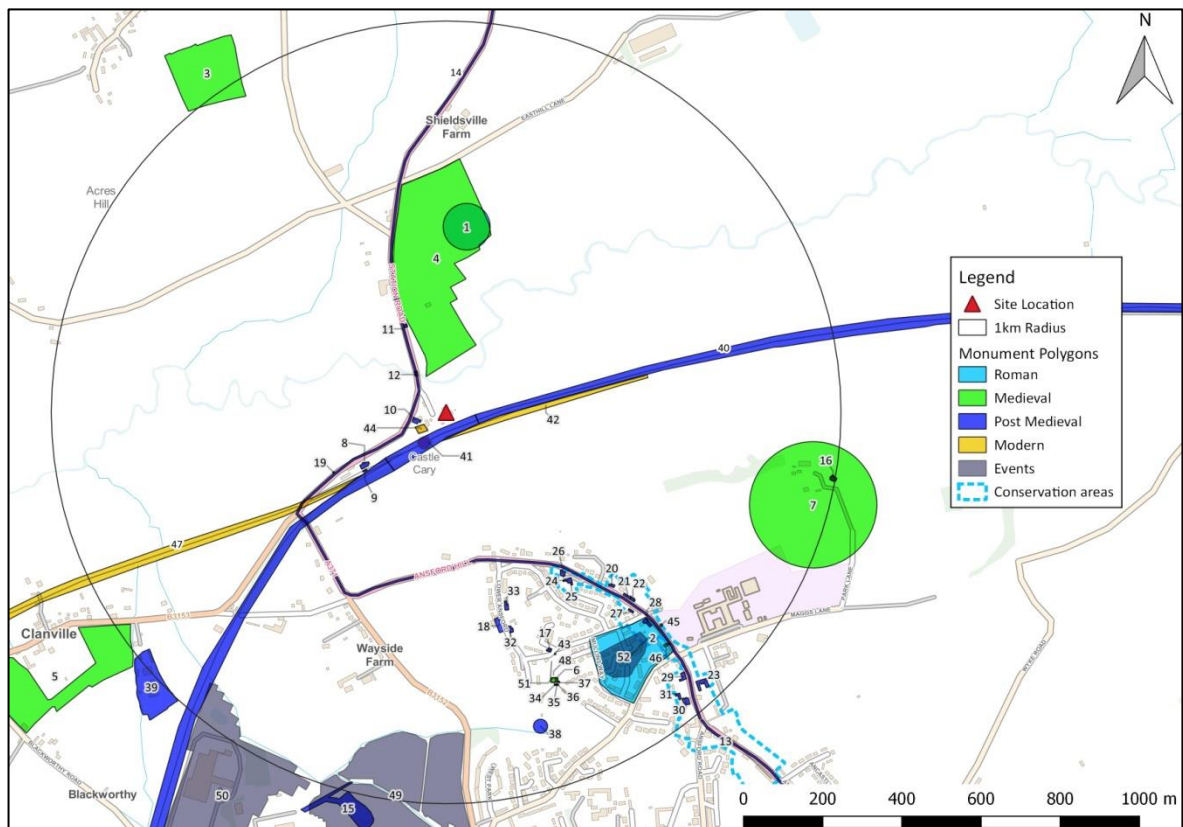


FIGURE 6: NEARBY HERITAGE ASSETS (SOURCE: SOMERSET HER).

TABLE 2: TABLE OF NEARBY UNDESIGNATED HERITAGE ASSETS (SOURCE: SOMERSET HER).

No.	Prn.	Name	Description	Period	Designated Asset
1	23386	Roman villa, Brook House Inn, Ditcheat	Roman pottery found over fields called "Laverns" by CE Bean on 18th April, 1956.	Roman	
2	53498	Roman settlement and prehistoric and medieval finds, Churchfields, Ansford	Features and a quantity of pottery including Samian, Black burnished and New Forest ware suggest a small RB settlement, possibly continuously occupied from C1 to C4	Roman	
3	31999	Medieval ridge and furrow earthworks, S of Alhampton,	Two well-preserved areas of ridge and furrows survive within a modern field,	Medieval	

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		Ditcheat	aligned north-south.		
4	36621	Ridge and furrow cultivation, E of Brook House Inn, Ditcheat	Environment Agency composite lidar shows an area of well-preserved ridged cultivation.	Medieval	
5	37573	Ridge and furrow cultivation, Clanville, Ansford	Aerial photographs and Environment Agency composite lidar shows an area of surviving ridge and furrow cultivation.	Medieval	
6	52078	Church of St. Andrew, Tuckers Lane, Ansford	Anglican Parish Church. C15 tower, remainder rebuilt by C E Giles in 1861.	Medieval	II*
7	53496	Deerpark, Ansford	"Ansford Park Farm" and "Park Lane" printed on OSAD 6" map.	Medieval	
8	14509	Goods Shed, Station Road, Ansford	Destroyed in air raid 3rd September 1942. Goods shed not replaced until 1954.	Post Medieval	
9	14510	Signal Box, Station Road, Ansford	Destroyed in air raid 3rd September 1942. Signal box replaced by 27th October 1942.	Post Medieval	
10	14511	Railway Hotel, Castle Cary Station, Ansford	Opened by 1892 as the Great Western Hotel, became the Railway Hotel by 1908.	Post Medieval	
11	22127	Butwell Gate Toll House, Ditcheat	Toll house.	Post Medieval	II
12	22307	Ansford Bridge, Ditcheat	Bridge built in 1823 with two wing walls on the E inscribed 'County' to the left and 'Bridge' to the right.	Post Medieval	II
13	29144	Eighteenth century turnpike road, Ansford Inn to Milborne Cow Down	The whole of this road was turnpiked in 1753 under the Sherborne and Shaftesbury Trust.	Post Medieval	
14	29149	Eighteenth-century turnpike road, Bowlsh (Shepton Mallet) to the Ansford Inn, via Cannard's Grave	Except for the first mile or so, this road was all turnpiked in 1753 under the Shepton Mallet trust.	Post Medieval	
15	32476	Flax retting pond, N of Torbay Road, Castle Cary	Aerial photographs of 1930 and 1947 show a sub-rectangular shallow depression.	Post Medieval	
16	36274	Ansford Park Farmhouse, Ansford	Ansford Park farmhouse was completely rebuilt in 1880 as a plain three-bay, two-storey house under a slate roof, and has a lower rear extension of 1903.	Post Medieval	
17	36276	The Old School, Ansford	A National school with one classroom opened in 1890.	Post Medieval	
18	37596	Manor House, Lower Ansford	'Manor House' shown on the 1886 Ordnance Survey map.	Post Medieval	
19	52059	Milestone at NGR ST 6324 3341	'M.S Shepton Mallet 7 Castle Cary 1' shown on 1886 Ordnance Survey map.	Post Medieval	II
20	52060	Glebe Cottage, Ansford Hill, Ansford	Detached cottage. C17 or earlier. Cary stone rubble roughly coursed double Roman clay tile roof with plain gables; brick end chimney stacks.	Post Medieval	II
21	52061	Flax spinners' cottages, Ansford Hill, Ansford	Row of Cottages, formerly for flaxspinners. Late C18. Cary stone rubble, roughly coursed; double Roman clay tile roof, coped west gable, abutment at east end brick chimney stacks.	Post Medieval	II
22	52062	Wychwood Cottage, Ansford Hill, Ansford	End-of-row cottage. Probably early C19. Cary stone rubble roughly coursed double Roman clay tile roof with coped east gable; brick chimney stacks.	Post Medieval	II
23	52063	Outbuildings to Manor Farm, Ansford Hill, Ansford	Range of farm buildings. C18 probably. Cary stone rubble roughly coursed double Roman clay tiled roofs with plain gables.	Post Medieval	
24	52065	Greenhills, Ansford Hill, Ansford	Semi-detached house; formerly Half Moon Inn, now a guest house. Late C18.	Post Medieval	II
25	52066	Half Moon House, Ansford Hill, Ansford	Semi-detached house. Early C19. Cary stone rubble with brick window surrounds and Douling ashlar quoins; hipped roof with triple-roll clay tiles; brick chimney stacks.	Post Medieval	II
26	52067	Hill House, Ansford Hill, Ansford	Detached house, mid C19. Cary stone rubble, roughly coursed, with ashlar dressings.	Post Medieval	II
27	52068	Woodforde Cottage, Ansford Hill, Ansford	Detached house. C18. Cary stone rubble roughly coursed; double Roman clay tile roof.	Post Medieval	II

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28	52069	The Old Parsonage, Ansford Hill, Ansford	Former parsonage, now private house. C17. Cary stone rubble roughly coursed, Doulling stone dressings; plain clay tile roof between coped gables brick chimney stacks.	Post Medieval	II*
29	52070	Ansford Lodge, Ansford Hill, Ansford	Detached house. Probably late C18. Cary stone roughly cut and squared, with Doulling stone dressings; plain clay tile roof between coped gables brick chimney stacks.	Post Medieval	II
30	52071	Hillcrest School House, Ansford Hill, Ansford	Detached house; formerly a rectory, now a school. C18.	Post Medieval	II
31	52072	Office wing, Hillcrest School House, Ansford Hill, Ansford	Former stables roughly cut and squared, Doulling stone dressings; plain clay tiled roof between coped gables, stone end chimney stacks.	Post Medieval	II
32	52076	Laylocks, Lower Ansford, Ansford	Detached house. Dated 1746. Cary stone rubble roughly coursed Doulling stone dressings; double Roman clay tile roof between coped gables; brick end chimney stacks.	Post Medieval	II
33	52077	The Old House, Lower Ansford, Ansford	Detached house. Earlier C18. Cary stone rubble, roughly coursed, formerly rendered,	Post Medieval	II
34	52079	Unidentified monument in churchyard 2 metres south of porch, Church of St Andrew, Tuckers Lane, Ansford	Chest tomb, probably C18. Ham stone with Keinton slab panels. Moulded base plain panels set in flanks and ends; moulded coving to hipped top.	Post Medieval	II
35	52080	Haywood monument in churchyard 3 metres south-east of porch, Church of St Andrew, Tuckers Lane, Ansford	Chest tomb, C17. Doulling stone. Base buried; flanks have 2 semi-circular arched panels.	Post Medieval	II
36	52081	Ruddock monument in churchyard 3 metres south of organ chamber, Church of St Andrew, Tuckers Lane, Ansford	Chest tomb, early C18. Keinton and Ham stone.	Post Medieval	II
37	52082	Unidentified monument in churchyard 3 metres east of chancel, Church of St Andrew, Tuckers Lane, Ansford	Chest tomb. Early C19. Ham stone; in a Soanian style. Rectangular on plan with slight chamfers to corners.	Post Medieval	II
38	53495	St Andrew's Well (site), S of Ansford	Ansford parish contains the vestiges of a holy well known as St Andrew's well.	Post Medieval	
39	53497	Saw mill, SE of Clanville	"Mill" printed on OSAD 6" map.	Post Medieval	
40	56985	Frome to Yeovil railway	The Wiltshire, Somerset and Dorset Railway extended their line (56987) from Frome through Bruton and Castle Cary leaving the county at ST592202 and reentering at ST581171 to Yeovil Pen Mill in 1856 where it joined the Bristol and Exeter branch from Taunton (56978).	Post Medieval	
41	57034	Castle Cary Station	Castle Cary Station on the Yeovil to Frome Railway (56985) at its junction with the direct London line 56989.	Post Medieval	
42	15189	Military railway siding, Castle Cary Station, Ansford	Sidings were added to the GWR (56985) in late 1940 for the accommodation of trains.	Modern	
43	17865	War memorial, Tuckers Lane, Ansford	A war memorial to 12 members of the parish who died in the First World War and 5 who died in the Second World War.	Modern	II
44	19453	Creamery, Castle Cary Station, Ansford	'Creamery' shown on Ordnance Survey map of c1904.	Modern	
45	19454	War memorial, Ansford Hill, Ansford	'War Memorial' shown on 1928 Ordnance Survey map.	Modern	
46	19455	Institute, Ansford Hill, Ansford	'Institute' shown on Ordnance Survey map of c1904.	Modern	
47	56989	Curry Rivel to Castle Cary railway	A direct line from Taunton to London was constructed in 1905-6 avoiding Bristol.	Modern	
48	28227	Watching brief (2008), St Andrew's Church, Ansford	Between April and June 2008, a watching brief was undertaken during groundworks at St Andrew's Church, Ansford.	Modern	Event

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49	32532	Geophysical survey (2014), land to the west of Station Road, Castle Cary	A survey by fluxgate gradiometer located few features that appeared to indicate previously unknown significant archaeology.	Modern	Event
50	16995	Geophysical Survey (2003) Land to the north west of Castle Cary.	A geophysical survey was undertaken on land to the north west of Castle Cary in August 2003.	Modern	Event
51	32056	Evaluation (2006), St Andrew's Church, Ansford	Two manually-excavated trial trenches of c. 1m x 0.6m plan, located within the nave and chancel of St Andrew's church at Ansford.	Modern	Event
52	28368	Watching brief and excavation (1975, 1976, 1977, 1978), Churchfields, Ansford	During construction work between 1975 and 1978, a watching brief and limited excavation were undertaken at Churchfields, Ansford, by members of the South East Somerset Archaeological Society.	Modern	Event

3.0 WALKOVER SURVEY

3.1 INTRODUCTION

The proposed site is a large L-shaped block of land, divided into two enclosures. One is open and has been recently cleared; the other is a roughly stoned yard with buildings and sheds for storage and workshops, currently used by a stone mason. The walkover survey was conducted by E. Wapshott on the 17th of December 2018.

3.2 THE LOCATION

The site comprises a former field to the east of Castle Cary Railway Station, on the north side of the tracks. It is flanked to the north by a further yard and the River Brue and to the east by open agricultural fields. The majority of the area remains a working farmed landscape of fields, the railway line and associated yards and buildings a clear industrial revolution scar on this landscape, cutting through contrary to field systems and patterns of ownership. The railway and all associated features including are an historical cultural overlay on the earlier agricultural landscape.

To the south runs the railway line, steeply embanked, raised above the ground. The setting is a complex mix of character signals; historic working, rural enterprise, with the current mason's use of the site, and farming. The location has also been subject to anti-social behaviour such as the dumping of building materials and rubbish. To the west, behind the railway station is a small Victorian brick factory building and the entrance to the track to the site is framed by a pair of local stone railway cottages. The cottages have gardens to the west side, parking for cars to the east, with a tall scrubby hedge, a bank and metal security fencing to the proposed site enclosing all views to the east. The site is immediately adjacent to the cottages but at present there is little interaction or intervisibility due to the strong and secure modern boundaries; the modern impacts of scrap cars etc do impact the historic character of the cottages, but they were originally built in an industrial working landscape.

The factory sits in a defined walled plot and is localised in its character, built for functionality, enclosed by gated entrances, now converted to a cafe and antique centre. The former factory is a very good example and looks to be quite authentic from the exterior; the cottages have been in contrast much altered, with upvc windows and other changes apparent externally. The cottages however do have a few good details, each corner has fine dressed quoins and they have octagonal brick chimneys. The railway station at Castle Cary itself is also an undesignated heritage asset, being built between 1856-57, of blue lias with sandstone dressings, single storey with a deep awning over the platform. A set of iron railings and a swing pedestrian turnstile-type gate accesses the main platform from the track to the proposed site. The railway station is heavily modernised as befits an operating transport hub, with modern signage, lighting and is enclosed by a large car park which dominates the approach. Views from the railway are understandably focussed along the tracks, with embankments and associated hedging screens helping to create these linear views.

3.3 WALKOVER

The site is accessed via an unmade farm track, which runs off the main road, runs south, then turns east alongside the railway lines. The track continues onwards and is newly stoned within the fields to the east, which are still actively farmed.

The larger rectangular enclosure that forms the eastern part of the site is accessed directly off the farm track, in its south-east corner. The field is oriented at a slight angle, north-west to south-east. This enclosure is largely flat and level, the ground very stony dark brown-grey silt-clays, with paler beige areas (i.e. disturbed natural), at the northern end of the site there is distinct water logging and

spongy moss growth. Otherwise the site has been stripped of any grass or topsoil, left as open muddy ground.

To the south, between the enclosure and the track is a loosely thrown up earth bank, topped by dense brambles and overgrowth. This foliage raises this boundary to a height of approx 1.75m, restricting views and creating a very linear enclosed character to the track.

The enclosure is framed on its east side by an established earth bank, mixed with stone, topped by an overgrown beech hedge. In places, particularly to the south, the bank is better preserved and here stands as high as c.1.25m, to the centre it has slumped to c.0.6m and to the north the bank is patchy.

To the north there is a large area of spoil, probably the original topsoil from this field, scraped off when the yard was created or extended. This mound has been further built up by a lot of dumping of building materials and waste here too. The banking is well established as it has moss and grass growing on it, with thistles, brambles, nettles, docks and buddleia. Beyond this high banking which probably rises to 2.5m in places, is the River Brue.

To the west, there is a part fenced and part overgrown hedge, which divides the two enclosures. To the north end it is enclosed by old mesh security fencing, as this is a privately owned yard. To the south the back of concrete 'silos'. The whole boundary is overgrown again with brambles but also some hazel and buddleia. There is an opening in this boundary to the south end, leading to the next enclosure, which is currently in use as the stone mason's yard.

The stone masons yard is a smaller irregularly shaped tapering plot, orientated east-west. It clearly has an older heritage as a railway-linked site, with numerous small concrete pads for demolished buildings, some fitted with huge concrete blocks with iron fittings for former machinery. The above mentioned concrete and iron braced silo's intended to contain tips of chippings, sand and similar, form the east boundary.

There are two large, relatively modern metal-framed sheds, used as the masons workshops, one of which occupies the central part of the plot, the other situated along the north boundary. The site is divided into two distinct areas, the messier east side, the western area which had obviously been cleared when the yard's use changed.

The north boundary of this site is formed by large timber railway sleepers, braced by iron girders. To the south and west the site has a long stretch of security fencing, bracing the entrance gateway, off the south-west corner. Much of the southern boundary is formed by abandoned trucks, cars and three 19th century iron-framed wood freight carriages. There is a large septic tank in the centre of the western part of this site.

This site slopes down into the septic tank to the west, rising slightly to the north-east, towards the adjacent private yard. The ground is again stony, but this appears to be remnants of historic 'stoned' ground, clearly broken local stone, packed down to create rough surfaces. Over this to the west there are areas of tarmac and some areas of older thin poured concrete.

3.4 ARCHAEOLOGICAL POTENTIAL

The site is adjacent to the railway line and station compound, so one can instantly expect that there would have been significant disturbance in the 19th century in the wider area, the large embankments formed to carry the railway lines above the floodplain here may have been drawn from upper levels of soil from the adjacent fields. Before this, clearly being floodplain this was always agricultural meadow or similar.

Certainly in the 20th century the uses of the site required clearance and it appears the tall banking along the river, again intended to offset flooding, was likely drawn from the immediate vicinity. This would mean that all upper layers are expected to have been removed. This appears to be confirmed by the stony nature of the ground. This does not preclude there being earlier archaeological features in the subsoil natural profile. However, this is immediately adjacent to the river, having always been floodplain. It is therefore unlikely that any substantial occupational features for example would be found.

A compliment of supporting photographs can be seen in Appendix 1.

3.5 LOCAL HERITAGE ASSETS – DESIGNATED

There are three Listed assets within the immediate vicinity of the site; all are Grade II Listed;

- Milestone, NGR ST6324 3341 (List Entry No: 1177018)
An early 19th century mileage marker, cast iron, triangular in shape, with two sloping sides and a sloping top, open-backed. It denotes on the two outward sides and top; 'Shepton Mallet 7', 'Castle Cary 1' and 'Weymouth 41'.
- Ansford Bridge (List Entry No: 1056267)
A 19th century bridge, carrying the toll road over the River Brue, dated 1832. Blue grey lias stone and sandstone dressings. Wide round segmental arch, plat bands at road level and simple sloping parapet, with coping stones.
- Butwell Gate Toll House (List Entry No: 1217040)
18th century toll house on the former Langport turnpike road. This small building has a strong Gothic character, with pointed arched windows, with Y tracery, built of coursed and shaped blue grey lias.

The three heritage assets which sit within the wider vicinity of the railway line and therefore the proposed site, all predate the railway, associated with the earlier main transportation feature in the landscape, the Langport turnpike. The setting of these assets when constructed would have been completely agricultural. As in many landscapes there appear to be strong treeline boundaries along the river banks but it also appears that at least one of the triangular copses of trees, now containing a water works site may have been planted to screen the railway from the wider landscape. Despite their earlier date, all these features are linked to transportation/infrastructure. The setting of the tollhouse is specific and localised, the bridge set down into the steeply-sided river cutting and the milestone set low on a hedgebank boundary. These earlier assets, all of which developed due to the industrial revolution, but prior to the railway and its associated assets do not however really interact, and any changes to the site are unlikely to have any impact upon these designated assets.

4.0 CONCLUSION

The site comprises two small plots of land immediately north-east of Castle Cary Train Station; between the railway line and the River Brue. The site is north of the railway line, with industrial sheds, vehicles and debris (including old freight carriages) currently located in the western plot, and the eastern plot remaining mostly clear bar some debris. Within 1km of the site are predominantly post-medieval structures associated with the railway lines and the turnpike road. Medieval and Roman settlement activity has been identified on the higher ground to the north and south of the site, but overall the buried archaeological potential for the site appears **low**.

In terms of indirect impacts, most of the designated heritage assets in the wider area would not be impacted upon by any proposed development. Three assets which lie in close proximity to the site were considered in more detail in this assessment, none of which would be affected by the proposed development (**neutral to negligible**), with minor impacts to the Historic Landscape.

With this in mind, the overall impact of the proposed development can be assessed as **neutral to negligible**. The impact of the development on any buried archaeological resource may be **permanent** and **irreversible**.

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APPENDIX 1: SUPPORTING PHOTOGRAPHS - WALKOVER



THE ENTRANCE TO THE TRACK TO THE SITE (STATION ROAD), FLANKED BY RAILWAY COTTAGES, WITH VIEWS TO THE REST OF THE RAILWAY STATION COMPOUND, INCLUDING FACTORY; VIEWED FROM THE NORTH.



RAILWAY COTTAGES WHICH FLANK THE TRACK TO THE PROPOSED SITE (STATION ROAD), 19TH CENTURY BUT MUCH ALTERED AND EXTENDED; VIEWED FROM THE NORTH-EAST.



GATES TO ADJACENT YARD TO THE NORTH OF THE PROPOSED SITE; VIEWED FROM THE WEST.



VIEW ACROSS THE ADJACENT YARD, TO THE SITE AND BEYOND, THE RISING MENDIP HILLS BEYOND; VIEWED FROM THE NORTH-WEST.



THE RAILWAY COTTAGES; VIEWED FROM THE SOUTH-SOUTH-EAST.



A CLEARED YARD BETWEEN THE RAILWAY COTTAGE AND FACTORY; VIEWED FROM THE EAST.



FACTORY/MILL TYPE STRUCTURE NEXT TO THE RAILWAY STATION; VIEWED FROM THE NORTH-EAST.



LONG VIEW DOWN THE TRACK (STATION ROAD), RUNNING PAST THE RAILWAY COTTAGES; VIEWED FROM THE SOUTH.



VIEW OVER THE PROPOSED SITE FROM THE HIGH BANK WHERE THERE IS A PEDESTRIAN GATE TO THE PLATFORM;
VIEWED FROM THE SOUTH-WEST.



VIEW OF THE BANK, WITH THE GATE TO THE PLATFORM AND THE OVERBRIDGE AT THE STATION; VIEWED FROM THE
NORTH.



THE TRACK RUNNING ALONG THE SOUTH SIDE OF THE PLOT, LEADING OUT INTO THE FIELDS BEYOND; VIEWED FROM THE WEST.



VIEW OF THE THREE HISTORIC WOODEN AND IRON FREIGHT CARRIAGES, WHICH FORM THE SOUTH BOUNDARY OF THE WESTERN PART OF THE SITE; VIEWED FROM THE WEST-SOUTH-WEST.



MORE DETAILED VIEW OF THE THREE HISTORIC CARRIAGES; VIEWED FROM THE SOUTH-WEST.



VIEW OF THE THREE HISTORIC WOODEN AND IRON FREIGHT CARRIAGES, NOTED ON THE SITE; VIEWED FROM THE EAST-SOUTH-EAST.



VIEW ALONG THE PARTLY OPEN AND PARTLY ENCLOSED SOUTH BOUNDARY OF THE WESTERN ENCLOSURE ON THE SITE, SHOWING SIGNIFICANT TIPPING OF MATERIALS; VIEWED FROM THE EAST.



THE EMBANKMENT TO THE RAILWAY LINES, WITH BEECH TREE, SOME HAZEL AND OTHER SMALL TREES ON THE SLOPE, WITH CONCRETE POST AND WIRE FENCE; VIEWED FROM THE EAST.



VIEW OF THE END OF THE TRACK AS IT RUNS OUT INTO THE FIELDS; VIEWED FROM THE WEST.



VIEW OF THE WIDE ENTRANCE INTO THE LARGER EASTERN ENCLOSURE, FROM THE TRACK; VIEWED FROM THE SOUTH-WEST.



VIEW FROM THE FIELD BACK ALONG THE ACCESS TRACK; VIEWED FROM THE EAST.



VIEW ALONG THE EASTERN BOUNDARY OF THE PROPOSED SITE, BETWEEN IT AND THE ADJACENT FIELDS, AN OVERGROWN BEECH HEDGE; VIEWED FROM THE SOUTH.



VIEW ACROSS THE ADJACENT AGRICULTURAL LANDSCAPE, EAST OF THE PROPOSED SITE; VIEWED FROM THE SOUTH-WEST.



VIEW ACROSS THE ADJACENT AGRICULTURAL LANDSCAPE, EAST OF THE PROPOSED SITE; VIEWED FROM THE WEST.



THE SOUTH BOUNDARY OF THE EASTERN ENCLOSURE; VIEWED FROM THE EAST.



VIEW ACROSS THE EASTERN ENCLOSURE; VIEWED FROM THE SOUTH-SOUTH-EAST.



THE OVERGROWN EASTERN HEDGE BOUNDARY; VIEWED FROM THE SOUTH.



VIEW OF THE EASTERN BANK ON THE BOUNDARY, WHERE IT SURVIVES WELL; VIEWED FROM THE WEST-SOUTH-WEST.



THE BANK WHERE IT HAS SLUMPED, SHOWING THE RECENT POST AND WIRE FENCE BEYOND; VIEWED FROM THE WEST.



THE TALL SPOIL BANKS TO THE NORTH END OF THE EASTERN ENCLOSURE; VIEWED FROM THE EAST.



THE NORTH-WEST CORNER OF THE EASTERN ENCLOSURE, SHOWING A DENSE PATCH OF THISTLES; VIEWED FROM THE EAST.



THE EASTERN ENCLOSURE; VIEWED FROM THE NORTH-EAST CORNER.



THE EASTERN ENCLOSURE; FROM THE NORTH; VIEWED NORTH-EAST CORNER.



THE TALL SPOIL BANKS TO THE NORTH END OF THE EASTERN ENCLOSURE; VIEWED FROM THE WEST.



VIEW ALONG THE NORTHERN BOUNDARY TO THE OVERGROWN EAST HEDGE; VIEWED FROM THE WEST.



THE EASTERN ENCLOSURE; VIEWED FROM THE NORTH-NORTH-WEST CORNER.



THE GROUND SURFACE OF THE EASTERN ENCLOSURE; VIEWED FROM THE NORTH-EAST.



THE GROUND SURFACE OF THE EASTERN ENCLOSURE; VIEWED FROM THE WEST.



THE EASTERN ENCLOSURE; VIEWED FROM THE SOUTH-WEST CORNER.



THE EASTERN ENCLOSURE; VIEWED FROM THE SOUTH.



THE BOUNDARY HEDGE BETWEEN THE TWO ENCLOSURES ON THE SITE, PART HEDGE, WITH BRAMBLES AND PART MESH FENCING; VIEWED FROM THE SOUTH-SOUTH-EAST.



THE LARGE ENTRANCE TO THE WESTERN ENCLOSURE; VIEWED FROM THE EAST.



VIEW FROM THE ENTRANCE ACROSS THE WESTERN ENCLOSURE; VIEWED FROM THE SOUTH-EAST.



VIEW FROM THE ENTRANCE ACROSS THE WESTERN ENCLOSURE; VIEWED FROM THE EAST-SOUTH-EAST.



SOME OF THE CONCRETE 'SILOS' HOLDING SAND AND GRIT; VIEWED FROM THE WEST.



VIEW OF THE CONCRETE 'SILOS' WITH GRIT AND SAND DEPOSITS; VIEWED FROM THE NORTH-WEST.



THE NORTHERN BOUNDARY OF THE WESTERN ENCLOSURE MADE OF LARGE SLEEPERS AND IRON POSTS, AS WELL AS FURTHER CONCRETE EMPTY SILOS; VIEWED FROM THE SOUTH-EAST.



VIEW ACROSS THE ADJACENT YARD, TO THE NORTH, IN SEPARATE OWNERSHIP; VIEWED FROM THE SOUTH.



VIEW ACROSS THE WESTERN ENCLOSURE, SHOWING THE CONCRETE AND METAL FRAMED BUILDING AND SMALLER MORE MODERN BUILDING TO THE NORTH; VIEWED FROM THE NORTH-EAST.



THE BUILDINGS TO THE CENTRE AND NORTH OF THE SITE; VIEWED FROM THE SOUTH-WEST.



THE WESTERN ENCLOSURE; VIEWED FROM THE WEST.



VIEW THROUGH THE WESTERN ENCLOSURE, LOOKING TOWARDS THE EAST ENCLOSURE; VIEWED FROM THE WEST.



THE SOUTH-WEST SECURE GATE TO THE WESTERN ENCLOSURE; VIEWED FROM THE SOUTH-EAST.



VIEW OF WHERE THE SECURE FENCING, WHERE IT WRAPS AROUND THE SOUTH-WEST CORNER; VIEWED FROM THE NORTH-NORTH-WEST.



VIEW ALONG THE SOUTHERN BOUNDARY OF THE WESTERN ENCLOSURE, SHOWING THE COLLECTION OF SHEDS AND LORRIES, TRUCKS; VIEWED FROM THE WEST-NORTH-WEST.



THE BEST PRESERVED OF THE FREIGHT CARRIAGES, WHICH HAS RETAINED ITS ROOF AND ITS HEAVY CORRUGATED ENDS; VIEWED FROM THE NORTH-WEST.



THE BEST PRESERVED OF THE FREIGHT CARRIAGES, WHICH HAS RETAINED ITS ROOF AND ITS HEAVY CORRUGATED ENDS; VIEWED FROM THE NORTH-EAST.



THE TWO CARRIAGES WHICH HAVE LOST THEIR ROOFS; VIEWED FROM THE NORTH-WEST.



THE CENTRAL SEPTIC TANK IN THE WESTERN ENCLOSURE; VIEWED FROM THE SOUTH.



THE HARD CORED GROUND IN THE WESTERN ENCLOSURE, WITH PATCHES OF TARMAC AND CONCRETE, SHOWING SIGNS OF RESURFACING; VIEWED FROM THE EAST.



THE HARD CORED GROUND IN THE WESTERN ENCLOSURE, WITH PATCHES OF TARMAC AND CONCRETE, SHOWING SIGNS OF RESURFACING; VIEWED FROM THE SOUTH-EAST.



THE HARD CORED GROUND IN THE WESTERN ENCLOSURE; VIEWED FROM THE WEST.



VIEW OF SOME OF THE CONCRETE PADS WITH FIXINGS FOR MACHINERY; VIEWED FROM THE SOUTH.



THE FIELD ON THE OTHER SIDE OF THE ROAD FROM THE SITE, WHERE THE HEDGE LINE MIGHT HAVE TO BE ALTERED OPPOSITE THE OPENING; VIEWED FROM THE NORTH.



VIEW THROUGH THE SMALL TRIANGULAR PLANTATION NEXT TO THE RIVER AND BRIDGE, WHICH HAS A WESSEX-WATER SEWAGE WORKS AND ALSO SHOWS FAIRLY REDUCED INTERVISIBILITY BETWEEN THE PROPOSED SITE AND BRIDGE; VIEWED FROM THE SOUTH.



ANSFORD BRIDGE; VIEWED FROM THE SOUTH-WEST.



MORE DETAILED VIEW OF ANSFORD BRIDGE; VIEWED FROM THE SOUTH-EAST.



VIEW BACK FROM ANSFORD BRIDGE, ACROSS TO THE PROPOSED SITE; VIEWED FROM THE NORTH, NORTH-WEST.



VIEW FROM ANSFORD BRIDGE TOWARDS THE RAILWAY STATION, RAILWAY COTTAGES AND FACTORY AT CASTLE CARY STATION; VIEWED FROM THE NORTH.



THE LISTED TOLLHOUSE JUST ALONG THE ROAD FROM THE PROPOSED SITE, WITH FINE GOTHIC WINDOWS; VIEWED FROM THE NORTH-WEST.



THE TOLLHOUSE IN IT'S SETTING ALONGSIDE THE ROAD, WITH VIEWS DOWN TO THE RAILWAY STATION AND PROPOSED SITE; VIEWED FROM THE NORTH-WEST.



VIEW THROUGH THE RAILWAY STATION SITE, LOOKING PAST THE HISTORIC STATION TOWARDS THE PROPOSED SITE; VIEWED FROM THE WEST.



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