

The Queen Edith, Wulfstan Way Cambridge

An Archaeological Evaluation



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Between 10th-13th February 2014 an archaeological trench evaluation was carried out on the site of the former Queen Edith Public House on Wulfstan Way off Queen Edith Way, between Addenbrooke's Hospital and Cherry Hinton, Cambridge. Three trenches totalling 57.5m were dug close to the site of the former pub to its rear, and across the pre-existing car park area. The main target of the central E-W trench was to uncover a section of the WWII GHQ anti-tank ditch which was dug around the south-eastern edge of Cambridge in August 1940 as part of the stop-line against invasion. The outline of this ditch crossing Queen Edith's Way can be seen on a wartime Luftwaffe air photograph, and as a result it was possible to predict fairly accurately where this would be encountered. The ditch had evidently been machine-cut into the chalk and measured 5.5m in width and 2.4m in depth, with a 1.5m wide flat bottom, shallow eastern and much steeper western side. The ditch fill consisted of washed-in soil and chalk, layers of compressed coiled barbed wire with attached rotten wooden posts, slumped-in soil and chalk spoil, and finally a mixture of backfilled chalk spoil and soil mix which appears to have been shovelled-in by hand. Traces of discoloured chalk lying on top of the natural along its western side may be the traces remaining after backfilling the upcast of the ditch at the end of the war. No other archaeological features were identified.

Introduction

This archaeological investigation was commissioned by Danescroft Commercial Developments in advance of redevelopment and the construction of private accommodation and a new public house. The PDA consisted of a plot of 2276 sq m in area on the site of the former Queen Edith Public House located adjacent to Wulfstan Way, and approximately 3.5km southeast of the centre of Cambridge at TL 4731 5574.

Geology and topography

The underlying geology here consists of the West Marlbury Marly Chalk of the Grey Chalk sub-group (BGS 2002). The local topography is flat at c.13m OD. The area is characterised primarily by a combination of urban settlement (terraced homes to the south and west, with a flat complex to the north), primary roads (Wulfstan Way) and open green spaces (Queen Edith's School playing fields to the east and backing residency gardens to the south).

Archaeological background

Neolithic-Bronze Age

Evidence for early prehistory is relatively limited within the broader landscape with the exception of two burial mounds and associated flintworking at Trumpington Meadows, approximately 3km west of the PDA (Patten 2012). Sporadic evidence for Neolithic activity was also noted from the Addenbrooke's Hutchison site, the former Strangeways Laboratory, and from a ring ditch in Cherry Hinton adjacent to the War Ditches defended settlement (Evans *et al.* 2008). Meanwhile Early to mid-Bronze Age ring ditches have been excavated to the east of the War Ditches at Fulbourn Road (White 1998), with Early Bronze Age burials at Trumpington Meadows and at Coldham's Lane (Mortimer 2007). Middle Bronze Age archaeology in the form of rectilinear ditched field systems, post-built structures, some major ditch alignments and a triple-ditched enclosure are to be found across the Addenbrooke's landscape between 1km and 2km south and southeast of the PDA (Evans *et al.* 2008; Phillips and Mortimer 2011). This continues to the southeast of the PDA towards the Babraham Park and Ride (Hinman 1999a), and Granhams Farm near Great Shelford (Whittaker *et al.* 2002), whilst within 0.5 km of this site at the Bell Language School Late Bronze Age features including a post-build timber hall have been excavated (Newman *et al.* 2010).

Iron Age

Finds of Iron Age archaeology are more common, but nothing closer than 0.5 km to the site. Middle Iron Age features (pits, post holes and ditches) have been identified at Glebe Road (Connor 2000) and at 2 Cavendish Avenue (MCB18561), whilst a complex system of mid to Late Iron Age ditched enclosures have been recorded from the Hutchison site and also various of the other Addenbrooke's excavations (Evans *et al.* 2012). Meanwhile the 'War Ditches' hillfort approximately 1.1km to the east of the PDA has revealed important Middle Iron Age deposits associated with a large circular ditch and rampart constructed during the late 5th to early 4th centuries BC enclosing an area of approximately 1.6ha (Pickstone & Mortimer 2012). The site was

again occupied in the middle of the 1st century BC as a small farmstead through into the Roman period. Both at Clay Farm and Glebe Farm in the Addenbrooke's landscape and Trumpington Meadows Early Iron Age features have been recorded (Patten 2012; Phillips and Mortimer 2011; Timberlake in Patten *et al.* forthcoming).

Roman

Running east-west approximately 0.8km south of Wulfstan Way is Worts' Causeway, a post-Medieval reinstatement of the presumed original course of a Roman road known as Worstead Street (*Via Devana*). A western stretch of the course of this road was identified in the Addenbrooke's Hutchison site, to the north-east of which (i.e. towards the current PDA) lay a series of rectilinear ditched enclosures with additional trackways. These areas of Romano-British settlement activity produced large amounts of metalwork and pottery including eleven kilns relating to their manufacture (Evans *et al.* 2008). Additional substantial evidence for settlement and agricultural practices spanning the entire Romano-British era has been identified to the south and east of the Hutchison site (Phillips and Mortimer 2011; Newman *et al.* 2010). Parallel ditches of a probable Roman field system have been identified at Strangeways Laboratory (Whittaker 2002), whilst a trench evaluation 109 Glebe Road produced a single sherd of Roman pottery was found from within a ditch (Connor 2000). The War Ditches Romano-British farmstead spans the period from the 1st century BC to at least the 2nd century AD.

Medieval

No medieval archaeology has been found within 0.5 km of the site. However, evidence for Middle Anglo-Saxon to Saxo-Norman settlement was uncovered at Church End in Cherry Hinton associated with several phases of an early church and burial ground (Cessford and Dickens 2005; Slater 2012), whilst to the southeast of Wulfstan Way at the Addenbrooke's Hutchison site a Middle to later Anglo-Saxon settlement was identified. Systems of ditched enclosure with deep wells, quarry pits and timber structures have been recorded at both locations, whilst a rare Middle Anglo-Saxon 'bed burial' was recovered from a prehistoric barrow mound at War Ditches, and other Early Anglo-Saxon (small scale) settlement evidence found during excavation(s) carried out on the west side of Addenbrooke's (Collins 2008; Timberlake 2007). An Early Anglo-Saxon cemetery was also evaluated at Coldham's Lane (Mortimer 2007), whilst to the west of here more Early Anglo-Saxon settlement and burial has been identified at Great Shelford as well as at Trumpington Meadows (Patten 2012). At Cherry Hinton there are references to the development and distribution of the Hinton manor (*Hintona*), the centre of which most probably originated with the Saxon communities of Church End. In 1066 Hinton was held by Eddeva the Fair (*Edeuua Pulchra*), reputedly mistress of King Harold II, and from whom the name of Queen Edith's Way (originally Trumpington Drift) is derived. During the 13th Century the Hinton manor was subdivided into three sub manors: Netherhall, Upperhall and Mallets manors. The current site is situated within the land originally belonging to the manor of Hinton-Netherhall which by the 14th century had become the property of the Moubray family.

Postmedieval

Archaeological evidence for Postmedieval activity within the study area is limited. A chalk pit of 18th or 19th century date was identified within the Netherhall School grounds (Stocks 2006), and at Cherry Hinton approx. 0.95 km from Wulfstan Way there exist 19th century open clunch quarries which have now been converted into nature reserves. Postmedieval ditches associated with agricultural practices have been identified at 90 and 109 Glebe Road (Connor 2000), whilst within the Gardens of Cherry Hinton Hall to the northeast of the site two millstones were unearthed which perhaps relate to a water mill once-powered by the Cherry Hinton brook (Stokes 1910). Historical sources indicate that in 1553 the Hinton-Netherhall manor was granted to St. Thomas's Hospital, London. The lands were retained in the hospital's possession, rented to a series of tenants until much of it, including the land in which the former Queen Edith PH stood, was sold for development between the 1930s and the 1950s. Six open fields are recorded for 1592 in the former Hinton manor; one of these is Fendon field (containing the location of the current PDA) which comprised of more than 100ha containing around 250 strips (Whareham and Wright 2002: 100-6). The 1806 Cherry Hinton Act of Inclosure saw the setting out of allotments the following year. A milestone approximately 650 yards southeast of Red Cross at the junction of Wort's Causeway and Hills Road is probably of late 17th or early 18th century origin from around the time of the Roman road's reinstatement by William Wort (d.1709). Prior to the early 19th century the land between Trumpington Drift (today Queen Edith's Way) and Cherry Hinton Brook was open marshland. During the 18th century a system of public drains was constructed, one of which (Public Drain no.5) passed very close (or perhaps even through) the current plot of land in an east-west direction (Barri Fuller *pers.com.*). Further drainage of this area was begun after inclosure in 1810, and in 1825 St. Thomas's Hospital employed 50 workmen to improve the drainage and quality of its land. Another of these drains flowed along a course parallel with Mowbray Road and Perne Road, approximately 0.1-0.2km west of the Queen Edith PH; this is marked on the Ordnance Survey maps of 1880-1930 as a straight field boundary. This drain was covered over before the Second World War and continued to flow underground emerging at Brooks Road roundabout.

Further information on the cartographic background to the historic development of Cherry Hinton, and in particular the Queen Edith's Way environs is provided in Brittain (2013)

WW II

Within the study area the land between Radegund Road and Queen Edith's Way was militarised during the Second World War with a range of defences acting as the last barrier against aerial attack and invasion into south Cambridge. These include a now destroyed hexagonal pillbox 0.75km north of Wulfstan Way, with an anti-aircraft battery and gun emplacement another 0.2km beyond this. A Z-gun battery of the Home Guard on Walpole Road is also reported a little over 1km to the northeast, whilst at a similar distance to the south there is reference to a second hexagonal pillbox. A bomb shelter was built in the grounds of Morley School on Blinco Grove in 1940, and it is likely that other shelters are situated within the grounds of private plots just to the northwest of the current site. The pillboxes line the route of the GHQ stop-line and anti-tank ditch which runs directly through the footprint of the Queen Edith PH PDA. This is identified on aerial photographs (see Luftwaffe air photo GB 1044

frame L96; Figure 7a) as projecting towards Cambridge in a northerly orientation, following its southeast outskirts directly through the current site and then turning north-northeast towards the school playing fields of St Bede's School (Hutton and Standring 2008). The ditch was the last line of defence if coastal defences failed to stop invasion, and it enclosed London and crossed East Anglia (Foot 2006; Osborne 2002). The ditch was rapidly constructed from June 1940, and was completed around southern Cambridge by the end of August 1940. Defended crossing stations in the vicinity of the PDA are visible on the aerial photographs.

The SE Cambridge section of this anti-tank ditch had previously been examined by the CAU at Granham's Farm, Great Shelford, a few miles to the south of Wulfstan Way. The approximate location of this site is shown on the annotated Luftwaffe air photograph in Figure 7a, where it lies just outside (to the south of) the field of view. A photograph of the archaeological section cut through this ditch is shown in Figure 7b, an image reproduced from Evans *et al.* 2008,11 (*Borderlands*).

The GHQ Defensive Line (Mark Knight *see* Whittaker *et al.* 2002)

The anti-tank ditch almost certainly forms part of the barrier known as the GHQ defensive line, constructed sometime towards the end of June 1940. The Defence of Britain Project (Dobinson, 1996) describes the GHQ line as 'a continuous barrier separating London and the industrial midlands and north from the southern and eastern coastline of England. The line was 'reconnoitred in eight sections, beginning at the Bristol outer defensive position, crossing through central southern England with a supplementary switch position, skirting London and reaching the Thames at the Hundred of Hoo, with an outreach arm down to Newhaven. North of the estuary the line struck northwards from Pitsea to Chelmsford and *Cambridge* before crossing the Fens to the Trent and then to the Humber. From the Humber Estuary the Ouse, Ure and Swale were followed, before the line became more broken in the area of north of Catterick, where it followed a variety of obstacles to the Scots border and beyond.' (*ibid*).

Of course the background to its construction was the 'immanent' invasion of the German Army which having captured Holland and Belgium was now in the process of capturing France. The battle of Dunkirk was in May 1940. The GHQ line was Britain's response to the impending threat and was 'designed to check the penetration of armoured fighting vehicles' (*ibid*). It consisted of both natural (rivers, canals etc.) and artificial (ditches, lines of concrete etc.) obstructions. As a piece of engineering it was the largest ever carried out by the Home Forces (*ibid*) and required vast amounts of materials and plant, including 'excavating machines for artificial anti-tank obstacles' (*ibid*). The work was carried out by both local and military contractors.

Research Aims and objectives

The current evaluation was undertaken to determine the location, extent, date, character, condition, significance and quality of surviving archaeological remains and identify 'sites' within the development area, determining the relationship of these with the broader archaeological landscape. Amongst relevant research issues within the regional and national research framework is that of 20th century military archaeology in the east of England relating to the 1940s defence mobilisation against invasion (Dobinson *ibid.*; Glazebrook 1997; Brown & Glazebrook 2000; Medlycott 2011).

Within the Cambridge area archaeological information on these sites, particularly those relating to the GHQ Defensive Line, remains weak.

Methodology

Following CAT scanning for services, trenches were cut using a 21-ton 360° excavator fitted with a 2m wide ditching bucket; in the course of this the soil layers were removed to a maximum depth of 2.4m, the excavation of the anti-tank trench (given the high water table) being undertaken largely by machine. Stepping the excavation to this depth by means of 1m-high steps allowed for a section through this feature to be cleaned by hand for the purposes of photography and drawing. Topsoil and sub-soil layers were deposited on either side of the trench and were examined visually for the presence of finds. An overall plan of the trench positions and depth of excavation was produced using a GPS total station, whilst a measured sketch plan was produced for each trench regardless of the presence or absence of archaeology. Sections above the base of the natural were recorded for each trench, but not as continuous sections, whilst the single archaeological feature was dug in the form of a boxed-out 4m-wide slot, with one section across this hand-drawn at a scale of 1:10.

Archaeological layers were recorded using an amended version of the Museum of London context system. A scaled photographic (digital colour) record was also undertaken following the cleaning of the trench base and section. There were no finds of any significance recovered from the site.

Results

In total some 57.5m of trenching was cut, consisting of a 15m long NNNW-SSSE aligned trench (Trench 1) within the area of the former garden to the rear of the now-demolished Queen Edith PH, a 29.5m long WNW-EESE trench (Trench 2) across the former car park from its entrance on Wulfstan Way to the front of the former pub, and another 13m long NNNW-SSSE trench (Trench 3) which lay close to the site entrance and approximately parallel to Wulfstan Way. Modern drains and other cuts were encountered, but only one 'modern' archaeological feature (the anti-tank ditch) which was encountered just 2m from the eastern end of Trench 2, thus immediately in front of the former entrance to the Queen Edith PH.

The following sections within the sides of the trenches were recorded above natural:

Trench 1

0m from N end:

Topsoil (0-0.45m), Chalk subsoil (0.45-0.52m), 0.52m - truncated top of CHALK

12m from N end:

Upper topsoil (0-0.15m), Lower topsoil (0.15-0.4m), Humic subsoil (0.4-0.47m), Weathered chalk layer (0.47-0.6m), 0.6m – truncated top of CHALK

Trench 2

3m from W end:

Tarmac (0-0.1m), Laid gravel (0.1-0.22m), Loose brick, soil and mortar (0.22-0.45m), 0.45m - truncated top of CHALK

15m from W end:

Tarmac (0-0.1m), Laid gravel (0.1-0.25m), Loose brick, soil and mortar (0.25-0.45m), 0.45m – truncated top of CHALK

Trench 3

0m from S end:

Tarmac (0-0.1m), Laid gravel (0.1-0.24m), Loose brick, soil and mortar (0.24-0.3m), Dark grey-brown clay silt with brick (0.3-0.48m), 0.48m – truncated top of CHALK

6m from S end:

Tarmac (0-0.05m), Laid gravel (0.05-0.17m), Redeposited chalky topsoil (0.17-0.3m), Loose brick, clay and mortar (0.3-0.45m), Blue-grey chalky silt (natural) deposit (0.45-0.57m), Grey-brown oxidised chalky silt sediment (natural) (0.57-0.85m), 0.85m – eroded top of CHALK (base of palaeochannel or ponded natural hollow)

Trench 2 features

F.1 A modern drain truncating (in the form of a slightly diagonal NW-SE oriented 4m long, 0.8m wide and 0.6m deep U-shaped cut ([06])) the eastern edge of F.2 (see Figure 3). Within the base of this is a concrete casing ([04]) for the ceramic pipe of a storm drain, and on top of this fills of re-deposited chalky clay ((02) + (03)) from the side of the anti-tank ditch (F.2)

F.2 A 4m long section of the NNW-SSE aligned WWII anti-tank ditch. The single machine-made cut for this ([15]) was 5.5m wide and at its maximum 2.4m deep, this being gently sloping and straight to slightly convex in profile upon its E side (sloping at approx. 35°), with a flat to shallowly (westerly) dipping 1.5m wide base, and a straight to uneven steep (60°) sloping W side (see Figure 3). The top of the ditch infill (09) here is truncated by the pre-car park demolition layer (01) consisting of brick, mortar and concrete compacted as a foundation for the tarmac surface. At the top centre of the ditch fill is a small lens of light grey/ dark grey to off-white coloured chalky clay (07) with faint sub-horizontal humic laminae above a lens of dark brown-dark grey soft humic silt (08) with organic inclusions consisting of old 1940s (?) newspaper and broken bottle glass (08). The main fill of the ditch beneath this (here interpreted as being just one layer (09)) consisted of a 1.6m deep sequence of x-cutting concave lenses made up of soft off-white chalky clay (similar to 07) with basal dark laminae composed of humic material (originally perhaps topsoil or turf). On its east side this overlies (10), an unevenly sloping slump horizon between 0.1 and 0.5m thick which consists of a dark grey-brown humic-rich silt with redeposited light grey to off-white chalky laminae, some darker humic patches, and liberal inclusions of broken hard white chalk. Lying against the steeper western edge of the ditch was another slump horizon (11) consisting of cross-cutting lenses of off-white chalky clay similar to 09 but with thicker lenses of humic material in their base(s). This appears to part of the unconsolidated backfill of the latter that has slipped off of the side of the upcast into a void in the fill. The chalk lump-rich base of the backfill (09) lies directly above a layer of compressed (now oxidising) barbed wire and rotting wood (12), with some of the wire still coiled, and consisting of at least two different types (a typical 'S type' double strand and another consisting of barbs coiled six-times around a single strand). Surrounded by humic-rich silt, there were no other finds from this layer. Underlying this was a layer of white chalky clay with traces of organic laminae (13), and at the very base of the ditch a lining of dark brown-black organic material (14) that appears to consist of a completely decomposed wood and possibly a slumped-in turf.

Just beyond the eastern edge of this ditch were traces of criss-crossing machine tracking marks within the surface of the chalk (here appearing as scored humic-filled linear 100-150mm wide lines) which seem to be contemporary with its construction. On the west of the ditch was F.3.

F.3 The limits of this feature were not fully defined. This didn't appear to have a cut, but rather was the base of a (once) upstanding feature on the W edge of F.2, presumably the banked-up spoil pile or up-cast from the digging of the ditch. All that remains of this is a 0.8m thick discoloured and pretty compact blue-grey-white chalk layer (16) overlying the scraped natural (cream white coloured) chalk. The remains of this is best seen in section (Figure 3).

Discussion

Archaeological evaluation of the site of the former Queen Edith PH has confirmed the presence here of the GHQ anti-tank ditch where it was expected from the 1940 Luftwaffe air photograph, and confirmed also its similarity in most respects to the

section of this ditch previously examined at Granham's Farm, Great Shelford (see Figure 7b). However, the ditch at Granham's Farm was almost 1.35m narrower and 0.35m shallower than that at Queen Edith's Way, although the shape of this was similar. The profile suggests the presence of an intentional shallower 'ramp' on the side facing the expected attack, and a much steeper cut-chalk edge surmounted (probably) by the spoil mound or upcast from its excavation on the defensive western side – the classic 'trap' scenario. Rusty metal and bottle glass was recorded from the fill of the Granham's Farm ditch section, although there is no mention of barbed wire. Either this wasn't preserved there, or else it wasn't dumped back into the ditch following its abandonment and backfill after the war. Another possibility is that these barbed wire coil and strand configurations (known as 'barbed wire entanglements') were only erected where the ditch crossed major E-W road crossings (such as Queen Edith's Way between Trumpington and Cherry Hinton), continuing for several hundred yards either side of it. Common wire entanglements found along major defensive lines (such as the WWII coastal defence line) included a particularly effective combination of the *Concertina* (composed of then modern strong and stiff 'Dannert' wire which opened up into coils separated by wooden pickets) and the *Double Apron* consisting of three horizontal wires separated by sloping wires to anchor points as well as diagonals; a net thought by the military to be virtually impregnable because of the difficulties in cutting and climbing over it, and also the ability of this to withstand artillery fire (www.walberswickww2.co.uk/barbed) The volume of barbed wire recovered from this ditch at Wulfstan Way leaves little doubt that this was the remains of a barbed wire entanglement erected on its eastern side.

The sequence of ditch construction, use, abandonment, silting and backfill at Wulfstan Way has been interpreted as follows. As determined by excavation at Granham's Farm, the ditch appears to have been dug by a mechanical excavator working backwards along the projected line of the ditch, most probably with a toothed bucket, as evidence by the slight stepping and unevenness in the sides. The ditch was cut slightly shallower on its eastern side, perhaps with most of the spoil being dumped on its western side, this being compacted with the bucket to prevent any rapid erosion and washing-back of material. Barbed-wire and wooden picket entanglements were then erected along its eastern edge, and during the early war years this would have been reasonably well-maintained by the local Home Guard. A small amount of silting did take place into the bottom of the ditch, which probably also become water-filled, at least during the winter months. With the end of the war the land either side would have begun to return to agricultural usage, the first clearance being the removal of the barbed wire entanglement and the tipping of this into the ditch from the eastern side. Clearing the soil of obstacles and vegetation either side of this might have contributed to or caused the initial slumping along its sides. Thereafter, and most probably within a few years of this event the ditch was properly backfilled, and the land fully returned to agriculture. A 1948 RAF vertical air photo (OS Air Map 52/45 NE Cambs) shows this section of the ditch seemingly half-backfilled. This evidently recent infill includes the section from the Public no.5 drain and Wulfstan Way across St.Edith's Way right up to the N-S field boundary of the field beyond. The nature of the backfill suggests pretty conclusively that this was being done by hand, perhaps partly as a means of employment in the immediate post-war years at a time of high unemployment following de-mobilisation and return of soldiers to civilian life.

It would be useful, and probably still is possible to obtain some sort of eye-witness account and oral testimony as regards the digging, fortification, and eventual backfill of this wartime feature within the neighbourhood of SE Cambridge

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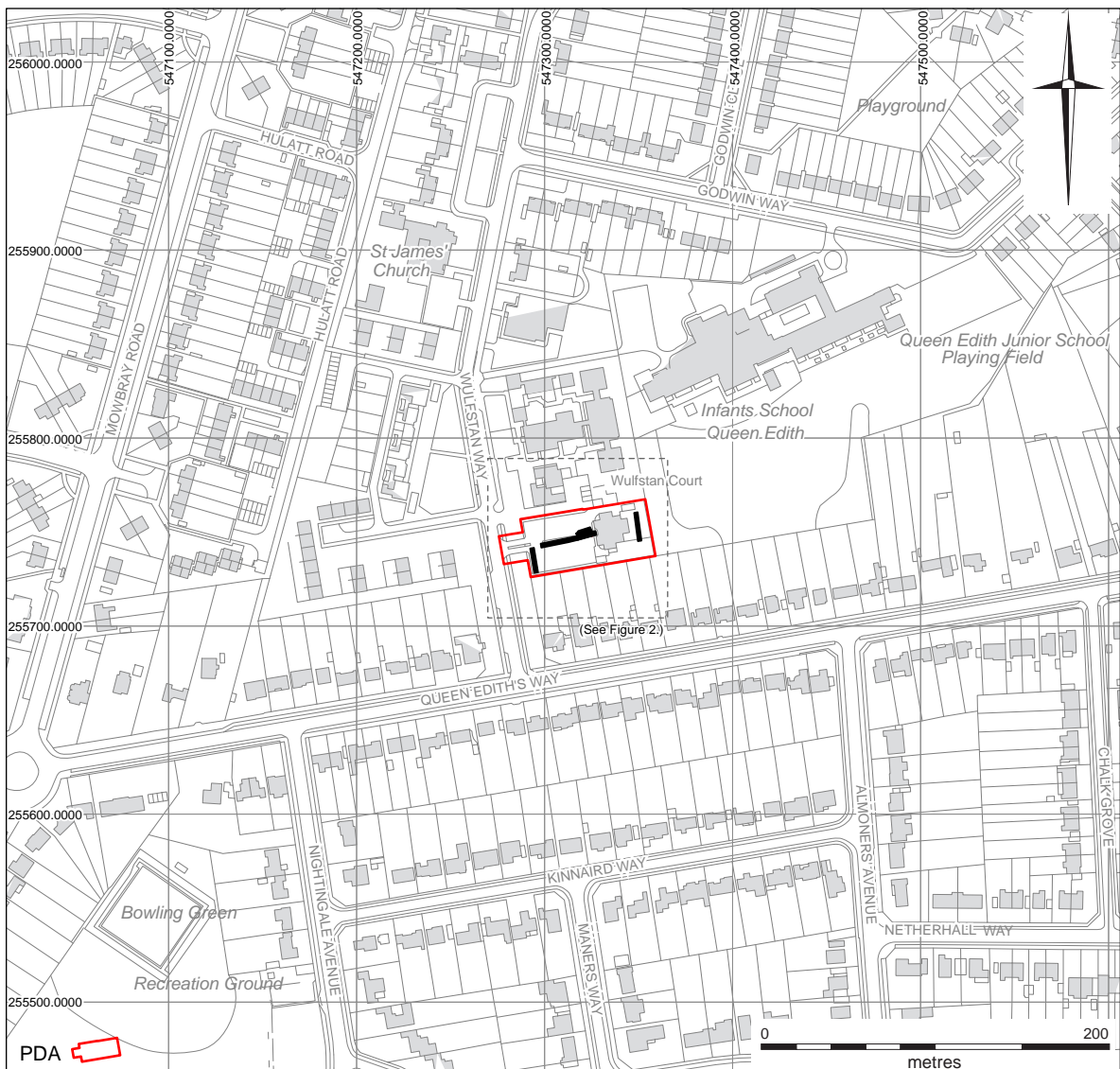
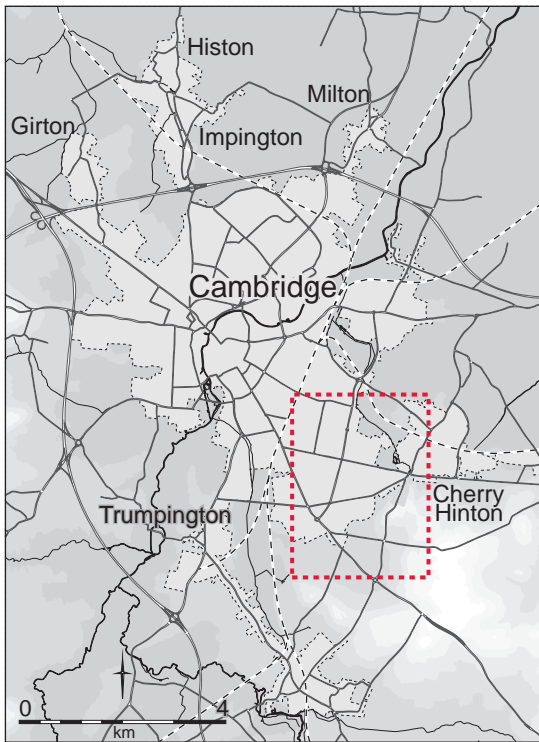


Figure 1. Location plan (former Queen Edith Public House).

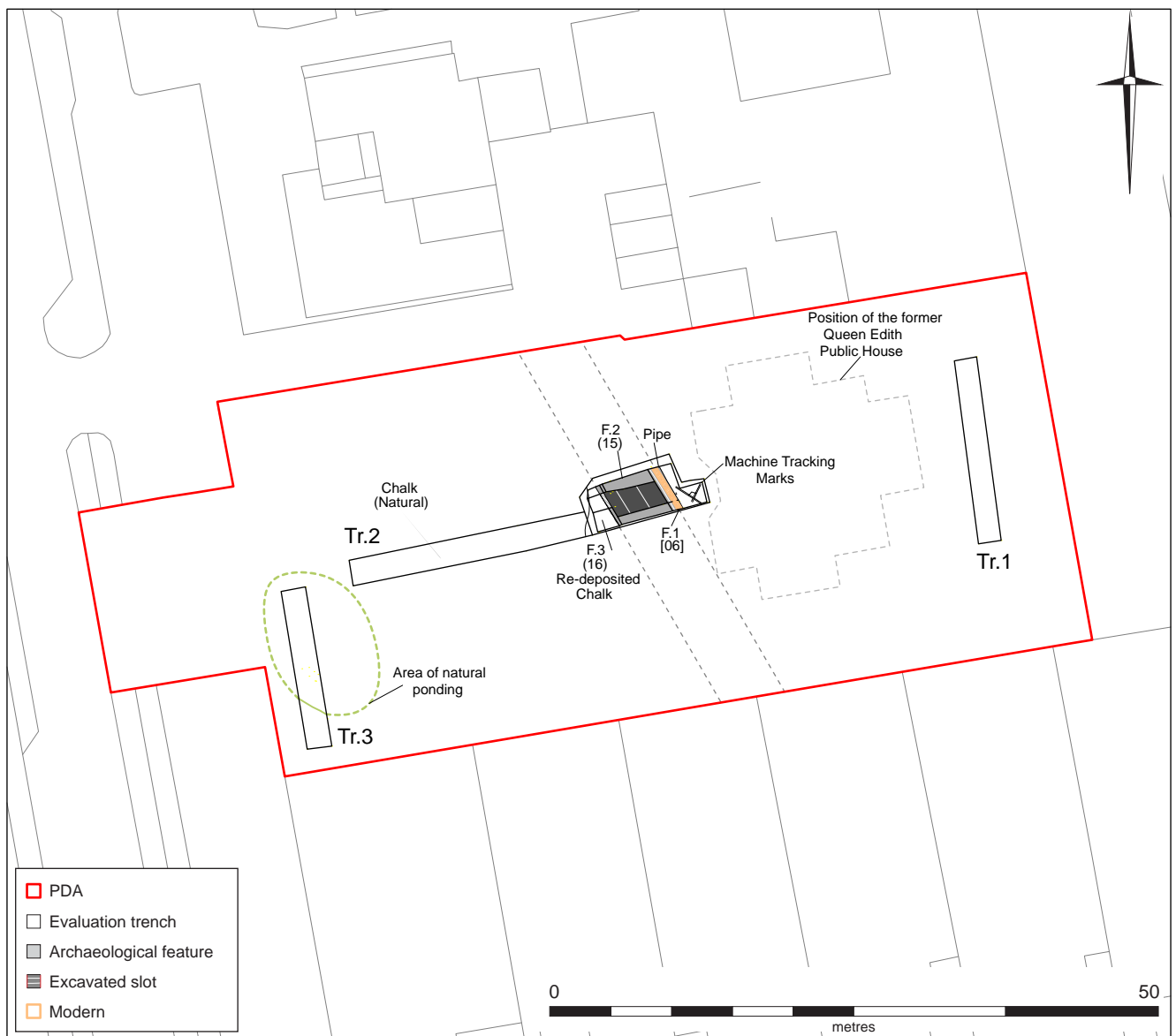


Figure 2. Trench Plan.

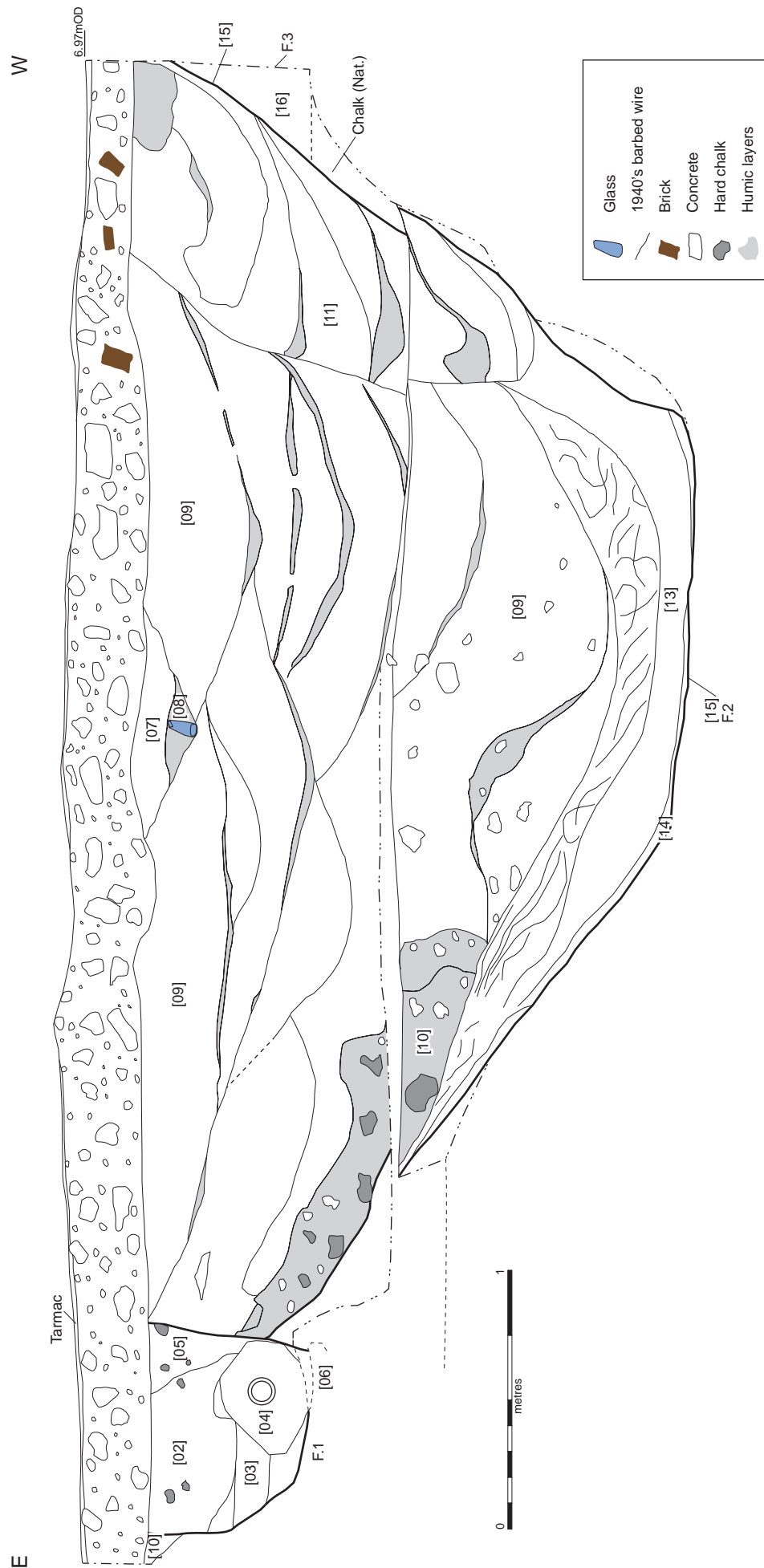


Figure 3. North-facing section across 1940's anti-tank ditch (F.2).



Figure 4. Photograph of excavated and cleaned section through anti-tank ditch (F.2) Showing layer of barbed wire in the base.



Figure 5. Photograph of machine excavation and the removal of dumped coils of c.1940 barbed wire.



Figure 6. Detail of barbed wire and rotted wood post on edge of ditch backfill.



Figure 7a. Map showing route of 1940 anti-tank ditch around South-East Cambridge (GHQ stop line).



Figure 7b. Similar section cut through ditch south of Shelford at Granham's Farm, Great Shelford (Whittaker et al. 2002).

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Project details

Project name	Wulfstan Way (former Queen Edith PH)
Short description of the project	<p>Between 10th-13th February 2014 an archaeological trench evaluation was carried out on the site of the former Queen Edith Public House on Wulfstan Way off Queen Edith Way, between Addenbrooke's Hospital and Cherry Hinton, Cambridge. Three trenches totalling 57.5m were dug close to the site of the former pub to its rear, and across the pre-existing car park area. The main target of the central E-W trench was to uncover a section of the WWII GHQ anti-tank ditch which was dug around the south-eastern edge of Cambridge in August 1940 as part of the stop-line against invasion. The outline of this ditch crossing Queen Edith's Way can be seen on a wartime Luftwaffe air photograph, and as a result it was possible to predict fairly accurately where this would be encountered. The ditch had evidently been machine-cut into the chalk and measured 5.5m in width and 2.4m in depth, with a 1.5m wide flat bottom, shallow eastern and much steeper western side. The ditch fill consisted of washed-in soil and chalk, layers of compressed coiled barbed wire with attached rotten wooden posts, slumped-in soil and chalk spoil, and finally a mixture of backfilled chalk spoil and soil mix which appears to have been shovelled-in by hand. Traces of discoloured chalk lying on top of the natural along its western side may be the traces remaining after backfilling the upcast of the ditch at the end of the war. No other archaeological features were identified.</p>
Project dates	Start: 10-03-2014 End: 13-03-2014
Previous/future work	No / No
Any associated project reference codes	QEW14 - Sitecode
Any associated project reference codes	ECB4120 - HER event no.
Type of project	Field evaluation
Site status	None
Current Land use	Other 15 - Other
Monument type	WWII ANTI-TANK DITCH Modern

Significant Finds	BARBED WIRE Modern
Methods & techniques	"Targeted Trenches"
Development type	Urban residential (e.g. flats, houses, etc.)
Prompt	Direction from Local Planning Authority - PPG16
Position in the planning process	After full determination (eg. As a condition)
Project location	
Country	England
Site location	CAMBRIDGESHIRE CAMBRIDGE CAMBRIDGE former Queen Edith PH, Wulfstan Way, Cambridge
Postcode	CB1 8AD
Study area	2276.00 Square metres
Site coordinates	TL 4731 5573 52.1797222222 0.154722222222 52 10 47 N 000 09 17 E Point
Height OD / Depth	Min: 13.00m Max: 13.00m
Project creators	
Name of Organisation	Cambridge Archaeological Unit
Project brief originator	Local Authority Archaeologist and/or Planning Authority/advisory body
Project design originator	Alison Dickens
Project director/manager	Alison Dickens
Project supervisor	Simon Timberlake
Type of sponsor/funding body	Developer
Name of sponsor/funding body	Danescroft Commercial Developments
Project archives	
Physical Archive recipient	Cambridge Archaeological Unit
Physical Archive ID	QEW14
Physical Contents	"Metal"
Digital Archive recipient	Cambridge Archaeological Unit
Digital Archive ID	QEW14
Digital Contents	"Stratigraphic","Survey"

Digital Media available	"Database","GIS","Images raster / digital photography","Survey","Text"
Paper Archive recipient	Cambridge Archaeological Unit
Paper Archive ID	QEW14
Paper Contents	"Stratigraphic","Survey"
Paper Media available	"Aerial Photograph","Context sheet","Correspondence","Map","Photograph","Plan","Report","Section","Survey "
Project bibliography 1	
Publication type	Grey literature (unpublished document/manuscript)
Title	Queen Edith Way, Wulstan Way, Cambridge: An archaeological evaluation
Author(s)/Editor(s)	Timberlake, S.
Other bibliographic details	Report no.1214
Date	2014
Issuer or publisher	Cambridge Archaeological Unit
Place of issue or publication	University of Cambridge
Description	10pp + 7 colour photographic, map, air photo, survey and drawn section figures. Bound copy with colour photo cover plus digital (pdf) version
Entered by	Dr Simon Timberlake (st410@cam.ac.uk)
Entered on	6 March 2014

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