Andover Road Railway Bridge Replacement Winchester

Archaeological Watching Brief Report

oxfordarchaeology
southsouthsouth

September 2010

Client: Carillion Civil Engineering Plc

Issue No:1
OA Job No: 5000
NGR: SU 4779 3037

Archaeological Watching Brief Report

Client Name: Carillion Civil Engineering Plc

Client Ref No:

Document Title: Andover Road Railway Bridge Replacement, Winchester, Hampshire

Document Type: Watching Brief

Issue Number: 1

National Grid Reference: SU 4779 3037
Planning Reference:

OA Job Number: 5000
Site Code: WINCML:AY425
Invoice Code: WINANDWB
Receiving Museum: Winchester City Museum Service
Museum Accession No: WINCMLAY:425

Prepared by:	Mike Sims
Position:	SWD Supervisor
Date:	20th September 2010
Checked by:	Lousie Loe
Position:	Project Manager
Date:	20th September 2010
Approved by:	Dan Poore
Position:	Head of Fieldwork
Date:	29th September 2010

Signed.....

Document File Location	W:PROJECTS\Hampshire HA\Winchester WN| 11629 Andover Road, Winchester\wbREP.doc
Graphics File Location	Server go:\oaupubs 1_RtoZ*WINCML:AY425*Andover Road Railway Bridge Replacement*MD*27.09.10
Illustrated by	Markus Dylewski

Oxford Archaeology

Janus House
Osney Mead
Oxford OX2 0ES
t: (0044) 01865 263800
f: (0044) 01865 793496
e: info@oxfordarch.co.uk
w: www.oxfordarch.co.uk

Andover Road Railway Bridge Replacement
Winchester
Hampshire

ARCHAEOLOGICAL WATCHING BRIEF REPORT

CONTENTS

LIST OF FIGURES

SUMMARY

Between March and August 2010, Oxford Archaeology (OA) carried out an archaeological watching brief on land either side of Andover Road, Winchester, Hampshire (NGR: SU 4779 3037). The work was commissioned by Carillion Civil Engineering Plc in advance of the replacement of an existing railway bridge. The watching brief revealed an undated soil horizon overlying the natural chalk, sealed by later made ground on the eastern side of Andover Road, while the western side of the road was observed to have been substantially truncated by the railway cutting. No significant archaeology was encountered.

1 INTRODUCTION

1.1 Scope of work

1.1.1 Between March and August 2010, Oxford Archaeology (OA) carried out an archaeological watching brief on land either side of Andover Road, Winchester, Hampshire (NGR: SU 4779 3037). The work was commissioned by Carillion Civil Engineering Plc in respect of a proposal to replace the existing railway bridge carrying the B3041 over the London to Southampton railway line.

1.1.2 As part of these works it was necessary to excavate four load bearing pits on either side of the road in order to support the weight of a crane to install the temporary foot and service bridges and to excavate new service trenches in order to divert main services. Because of the presence of known sites of archaeological interest within the immediate vicinity of these works a condition requesting that an archaeological watching brief be undertaken during this period of groundworks by Winchester District Council.

1.1.3 OA prepared a Written Scheme of Investigation detailing how it would meet the requirements of the brief (OA, 2010).

1.2 Location, geology and topography

1.2.1 Winchester is located at the southern edge of the chalk Downs of Wessex, where the valley of the River Itchen cuts southward through the western end of the South Downs.

1.2.2 The site is located within the northern half of the City of Winchester adjacent to the B3041. The development area is situated either side of the Winchester to Basingstoke railway line. The site lies within the area of Winchester known as “Lankhills”.

1.2.3 The development area is sited at approximately 64 m above OD and the underlying geology is Upper Cretaceous Chalk (British Geological Survey sheet no. 299). The site is currently is a mixture of trackside cutting, undeveloped scrubland and a partially landscaped grassed area.

1.3 Archaeological and historical background

1.3.1 The archaeological background to the watching brief was prepared for the WSI for the project (OA 2010) and is reproduced below.

1.3.2 The Roman city of Winchester, Venta Belgarum, was established on a site that had been occupied from at least the middle Iron Age. Evidence has been found for settlement dating from the 3rd century BC onward extending over a large area of the western side of the Itchen Valley, as well as at the hillfort at St Catharine's Hill on the eastern side. The latter site was abandoned *c* 100 BC, but occupation continued on the western side of the valley, with the construction during the middle Iron Age of Oram's Arbour, a ditched enclosure encompassing an area of some 20 hectares situated approximately 1km to the west of Lankhills, although by the late Iron Age this too was in decline and possibly disused.

1.3.3 Venta Belgarum appears to have begun around AD 50 as an unenclosed settlement on the west bank of the River Itchen. This early phase of occupation is poorly understood, although evidence has been claimed for a street layout in and outside the north-western corner of the later walled city, on a different alignment to the rest of the street grid.

1.3.4 The town must have owed its origins to the presence of pre-existing routeways converging on a crossing point of the river, and to the significance the area had gained from the proximity of Oram's Arbour, regardless of whether the latter enclosure was occupied down to this time. The question of whether or not the town saw a phase of early military activity has been widely debated.

1.3.5 The settlement was transformed by a major programme of public works started in the Flavian period, including the construction of earth and timber defences enclosing the north, south and west sides, and a large public building believed to be the forum, which has been investigated in excavations at the Wessex Hotel and Cathedral Green.

1.3.6 The character of the city changed significantly shortly after AD 350: the town houses went out of use and deposits of 'dark earth' developed across parts of the occupied area. However, these changes do not appear to represent abandonment as much as a change in the nature of occupation. The area of occupation, as reflected in the distribution of pottery and coins, actually seems to have increased at this time to incorporate the previously little used western part of the city, evidence for metalworking increased, as did the size of the city's cemeteries, and at some point during the second half of the 4th century bastions were added to the city wall. These changes are difficult to interpret, but perhaps the role of the city changed from being principally an administrative centre to a densely occupied industrial centre, or a defended centre for the collection and storage of taxation in kind. The demise of the city may have occurred quite swiftly at the end of the 4th century or shortly after, when all evidence for occupation is thought to have ceased, reflected most notably in the apparently abrupt cessation of burial in the city's cemeteries.

The cemeteries of Venta Belgarum

1.3.7 Roman law forbade burial within urban areas, for reasons of hygiene and religion, and consequently cities were typically surrounded by a ring of cemeteries. The cemeteries of Venta Belgarum are currently only poorly understood, but areas of burial have been identified to the north, west, south-west and east of the city, broadly alongside the main roads leading into it.

1.3.8 The location of the Roman cemeteries outside the town has meant that they remained beyond the limits of Winchester throughout most of the historic period, and it is only with the development of the city's suburbs during the 19th and 20th centuries that they have been built on.

1.3.9 The northern cemetery, within which Lankhills is situated, extends for *c* 450 m along the road to Cirencester (now the B3420/B3041), from the fork at which it separated from the Silchester road just outside the city's north gate as far as the site of Lankhills School. The burials lie mostly to the east of the road, with graves only recorded on the western side at Victoria Road and Andover Road and possibly at the site of the former Winchester Cattle Market, now a municipal car park immediately south of Lankhills School (Clarke 1979).

1.3.10 A small number of isolated graves have also been discovered further east, in the vicinity of the Silchester road, but these do not appear to form part of the cemetery and may be the burials of rural settlements or of wealthy individuals who chose to be buried separately. The cemetery appears to have originated as a much smaller area, located in the triangle formed by the junction of the Cirencester and Silchester roads, and to have been extended to the north over time as a larger area became necessary, particularly after the adoption of inhumation as the dominant burial rite during the latter part of the Roman period. The rate of expansion of the cemetery is difficult to gauge as the conditions under which many of the observations were made did not allow sufficient detail to be recorded to provide an accurate date, but by the 4th century, when burial started at Lankhills School, the cemetery may have been continuous along the length of the road. It was also at this time that a secondary area of burial seems to have been opened to the west of the southern end of the Cirencester road, parts of which have been uncovered at Victoria Road and the Eagle Hotel site (Teague 1999; Browne *et al*. forthcoming).

1.3.11 All the burials known in these cemeteries date from the later part of the Roman period, the majority assigned to the 4th century, but the northern cemetery also includes burials from the late 1st century onwards.

1.3.12 Within the area of the development site the Roman road runs to the south-west of the B3041, the modern road having been diverted to run across the overbridge on the London to Southampton railway in 1840.

The Post-Roman history of the site

1.3.13 During most of the historic period the site of Lankhills lay in open downland, and was still shown as such on the Ordnance Survey First Edition 1" map published in 1811. The name Lankhills may derive from the former presence of lime kilns in the vicinity, probably of post-medieval date (Clarke 1979), although no evidence for these structures survives. The London to Southampton railway, built in 1840, cut through this landscape, but passed to the west of the area of the cemetery and is not known to have disturbed any burials. During the Victorian period large detached villas were built on the valley slopes, including two on the later site of the school: Lankhills House in the northern part and Osbourne Lodge, later re-named The Beeches, to the south. The railway line defined the western boundaries of these properties, and subsequently that of Lankhills School, which was founded on the site in 1907.

2 PROJECT AIMS AND METHODOLOGY

2.1 Aims

2.1.1 To identify and record the presence or absence, extent, condition, quality and date of archaeological remains in the areas affected by the development.

2.1.2 To preserve by record any archaeological deposits or features that may be disturbed or destroyed during any intrusive groundworks.

2.1.3 To make available the results of the archaeological investigation.

2.2 Methodology

2.2.1 The watching brief was conducted as a series of monitoring visits during the period of any activities that may have impinged upon any archaeological deposits. These activities included reduction of the site level, excavation of pits for the crane support pads and the excavation of the service trenches.

2.2.2 A plan was maintained showing the extent of any intrusive works at a scale of 1:100 (Fig. 2) and any recorded sections were drawn at a scale of 1:20. All excavations and features were photographed using digital photography, colour slide and black and white print film. A general photographic record of the work was also made. Recording followed procedures detailed in the *OA Field Manual* (ed. D Wilkinson, 1992).

3 RESULTS

3.1 Description of deposits

3.1.1 The excavation of all the pits for the load bearing pads as well as general ground reduction and the excavation of service trenches was monitored. The work can be divided into two distinct areas, one on the eastern side of Andover Road located on a

grassed area bordering Lankhills School and a second area located alongside the railway track on the western side of Andover Road.

East of Andover Road

3.1.2 The works were contained within a roughly triangular grassed area containing mature trees and shrubs bounded by Andover Road, the railway line and the access road to Lankhills school. The intrusive works included a topsoil strip, excavation of four pits to contain the load bearing pads and the diversion of both mains water and underground telephone cables.

Pit 1

3.1.3 This was located in the north-west corner of the site and measured 4 m by 4 m. It was excavated to a depth of 0.2 m (not illustrated). A tarmac road surface was encountered at a depth of 0.2 m. This was sealed by a layer of dark grey-brown silt loam (10), a probable modern landscaping layer.

Pit 2

3.1.4 This was located 4.3 m north-east of Pit 1 and measured 4 m square.

3.1.5 The underlying blocky chalk (23) was encountered at a depth of 0.5 m below the current ground level (Fig. 3, Section 2). This was overlaid by a 0.5 m deep layer of dark yellow-grey silt clay (22). This contained chalk flecking suggesting it was a weathering layer. This was sealed by a 0.18 m deep layer of dark yellow-grey clay loam (21), probably the original topsoil. Overlying this layer was a 0.15 m deep layer of very dark grey silt loam (20), a probable landscaping layer.

Pit 3

3.1.6 This was located approximately 4.3 m south of Pit 2. This also measured 4 m square and was excavated to a depth of 1.15 m below the original ground level.

3.1.7 The underlying solid geology, a blocky chalk (34), was observed at a depth of 1.1 m below the current ground level (Fig. 3, Section 3). This layer was very similar to layer 23 and is a probable continuation of the natural blocky chalk. This was sealed by a 0.18 m deep layer of yellow-grey clay silt containing chalk flecking and sub-angular fragments of chalk (33), a layer of weathered chalk. This was overlaid by a 0.18 m deep layer of yellow-brown clay silt with pronounced chalk flecking (32), a probable layer of colluvium. Overlying this was a layer of grey-brown silt loam (31), the probable original topsoil. As in the other pits this was overlaid by a landscaping layer, a dark grey silt loam, of up to 0.5 m in depth (30).

Pit 4

3.1.8 This measured 4 m square and was located in the east of the site (Fig. 2).

3.1.9 The natural chalk (44) was encountered at a depth of 0.95 m below the current ground level (Fig. 3, Section 4). This was overlaid by a 0.18 m deep layer of weathered chalk (43) in a dark yellow-grey clay silt matrix. Overlying this layer was a 0.18 m deep continuation of the colluvium, (42), a yellow-brown clay silt with chalk flecking.

3.1.10 Sealing this deposit was 0.28 m deep layer of dark yellow-grey clay silt loam (41), overlaid by the landscaping layer (40), up to 0.28 m in depth.

Water main diversion

3.1.11 This consisted of the excavation of an approximately 1.5 m deep by 1 m wide trench around the eastern edge of the grassed area (Fig. 3, Section 1)

3.1.12 The underlying solid geology, a blocky chalk (104), was observed at a depth of 0.8 m below the current ground level. This is a probable continuation of the chalk observed in Pit 3. Overlying this was a 0.12 m deep layer of weathered chalk (103), yellow-grey in colour and containing sub-angular fragments of chalk. Sealing this was a 0.12 m deep layer of yellow-brown clay silt (102) a probable continuation of the layer of colluvium (32). Overlying this was a layer of grey-brown silt loam (101), the original topsoil. This had been buried under a landscaping layer of dark grey silt loam, of up to 0.3 m in depth (100).

Telephone cable diversion

3.1.13 This was buried quite shallowly and all the excavations took place within the various landscaping and original topsoil deposits.

West of Andover Road

3.1.14 The works were contained within an area immediately adjacent to the railway line. Prior to groundworks starting several mature trees were felled within the area and a new access road and area of hard standing constructed by laying a layer of geo-textile fabric over the area and building the ground up with crushed stone. The intrusive works consisted of the excavation of four pits to contain the load bearing pads.

Pits 5, 6 and 8

3.1.15 The stratigraphy observed during the excavation of these three pits was similar and the following description can be applied to all three pits (Fig. 3, Sections 5, 6 and 8).

3.1.16 The natural chalk (53, 63 and 83) was encountered at a depth of between 0.9 m and 0.95 m below the level of the hard standing. This had been directly overlaid by a 0.25 m deep layer of dark grey-brown silty loam (52, 62 and 72), a possible layer of redeposited topsoil.

3.1.17 This had been sealed below a 0.2 m deep layer of grey-brown silts and crushed stone (railway ballast?) (51, 61 and 81) which had probably accumulated during the railway's operation. The layer of geo-textile fabric (Terram) had been laid directly

upon this. The hardstanding was composed of an approximate 0.5 m deep layer of crushed stone (50, 60 and 80) laid over the fabric.

Pit 7

3.1.18 This was excavated on the edge of a small drainage ditch that ran along the edge of the railway line (Fig. 2).

3.1.19 The natural chalk (73) had been truncated forming a steep sided channel (Fig. 3, Section 7). This was overlain by a layer of mixed silts and topsoil (72), up to 0.3 m in depth which followed the slope of the cut. This was sealed by a landscaping layer of redeposited topsoil (71), up to 0.15 m in depth. The hardstanding composed of crushed stone (70) had been built directly upon this deposit.

3.2 Finds

3.2.1 All the datable artefacts recovered were post-medieval in date with the vast majority being 19th/20th-century fragments of bottle glass from Layer 12. Examples of both modern frogged bricks and earlier hand-moulded bricks were observed within Layer 2; these were evaluated on site but were not retained.

3.3 Palaeo-environmental remains

3.3.1 No deposits suitable for palaeo-environmental sampling were observed during the course of the watching brief.

4 DISCUSSION AND CONCLUSIONS

Eastern Area

4.1.1 The presence of the buried soil horizon (Layers 21, 31 and 41) would indicate that the area has not been subject to truncation or disturbance during the construction of the railway line and bridge, while the presence of colluvium within two of the pits would also suggest that the area had not been truncated.

4.1.2 The landscaping layers observed may relate to the construction of either Lankhills House or Osbourne Lodge. Both these were built to the east of the development area during the Victorian period subsequent to the construction of the railway in 1840. It is more probable that these layers relate to the construction of Lankhills School in 1907. The tarmac road observed in Pit 1 may also be associated with this school. No dating evidence earlier than the 19th-century was recovered from this area and no features were observed cutting the colluvium or natural chalk.

Western Area

4.1.3 The absence of an intervening layer of weathered chalk similar to that observed on the eastern side of Andover Road directly overlying the natural chalk suggests that the chalk had been truncated and a landscaping layer of redepoited topsoil spread.

4.1.4 This truncation would have removed the archaeologically sensitive layers. This activity probably occurred during the excavation of the railway cutting and the station environs.

Overall conclusions

4.1.5 Although the area to the west of Andover Road had been truncated, the area to the east of Andover Road had suffered little disturbance. It was felt that since this area abutted known archaeological sites it had the greatest potential. The results from the watching brief suggest that the areas observed were outside the limits of the known Romano-British cemetery located immediately to the east of the development area. The absence of residual finds or of truncated features may suggest that the area was agricultural in nature during this period and was removed from any centres of activity.

APPENDICES

APPENDIX 1 ARCHAEOLOGICAL CONTEXT INVENTORY

Context	*Type*	*Depth/ Height*	*Width*	*Comments*	*Finds*	*Date*
Pit 1						
10	Layer	0.2 m	-	Landscaping layer	Brick, tile, iron	C20th
11	Surface	> 0.1 m	> 2 m	Tarmac road	-	C20th
Pit 2						
20	Layer	0.15 m	-	Landscaping layer	Brick, tile, glass	C20th
21	Layer	0.18 m	-	Buried soil horizon	-	-
22	Layer	0.22 m	-	Weathered natural	-	-
23	Layer	> 0.1 m	-	Natural chalk	-	-
Pit 3						
30	Layer	0.35 m – 0.5 m	-	Landscaping layer	Brick, tile	C20th
31	Layer	0.3 m	-	Buried soil horizon	-	-
32	Layer	0.22 m	-	Probable colluvium	-	-
33	Layer	0.22 m	-	Weathered natural	-	-
34	Layer	> 0.1 m	-	Natural chalk	-	-
Pit 4						
40	Layer	0.25 m	-	Landscaping layer	Brick, tile, iron	C20th
41	Layer	0.3 m	-	Buried soil horizon	-	-
42	Layer	0.25m	-	Probable colluvium	-	-
43	Layer	0.2 m	-	Weathered natural	-	-
44	Layer	> 0.1 m	-	Natural chalk	-	-
Pit 5						
50	Layer	0.5 m	-	Crushed stone, modern hardstanding	-	-
51	Layer	0.25m	-	Accumulation of soil and railway ballast	-	-
52	Layer	0.2 m	-	Landscaping layer of redeposited topsoil	-	-
53	Layer	> 0.2 m	-	Natural chalk	-	-

Context	*Type*	*Depth/ Height*	*Width*	*Comments*	*Finds*	*Date*
Pit 6						
60	Layer	0.5 m	-	Crushed stone, modern hardstanding	-	-
61	Layer	0.25m	-	Accumulation of soil and railway ballast	-	-
62	Layer	0.2 m	-	Landscaping layer of redeposited topsoil	-	-
63	Layer	> 0.2 m	-	Natural chalk	-	-
Pit 7						
70	Layer	> 0.8 m	-	Crushed stone, modern hardstanding	-	-
71	Layer	0.15 m	-	Landscaping layer of redeposited topsoil	-	-
52	Layer	0.3 m	-	Accumulation of soil and railway ballast	-	-
53	Layer	> 0.6 m	-	Natural chalk	-	-
Pit 8						
80	Layer	0.5 m	-	Crushed stone, modern hardstanding	-	-
81	Layer	0.25m	-	Accumulation of soil and railway ballast	-	-
82	Layer	0.2 m	-	Landscaping layer of redeposited topsoil	-	-
83	Layer	> 0.2 m	-	Natural chalk	-	-
Water Main Diversion						
100	Layer	0.28 m	-	Landscaping layer	Brick, bottle glass	C20th
101	Layer	0.25	-	Buried soil horizon	-	-
102	Layer	0.2 m	-	Probable colluvium	-	-
103	Layer	0.18 m	-	Weathered natural	-	-
104	Layer	> 0.2 m	-	Natural chalk	-	-

APPENDIX 2 BIBLIOGRAPHY AND REFERENCES

Clarke, G, 1979 *The Roman Cemetery at Lankhills, Winchester*

IFA 2008 *Standards and Guidance for Archaeological Watching Briefs*

OA 2000 OA *Environmental Guidelines for sampling (first edition, July 2000)*

OA, 2010 *Andover Road, Winchester, Hampshire: Written Scheme of Investigation for an Archaeological Watching Brief*

OAU 1992 *Fieldwork Manual, (Ed. D Wilkinson, first edition, August 1992)*

APPENDIX 3 SUMMARY OF SITE DETAILS

Site name: Andover Road Railway Bridge Replacement, Winchester, Hampshire
Site code: WINCM:AY425
Grid reference: SU 4779 3037
Type of watching brief: Machine excavation of crane support pits and service trenches
Date and duration of project: March to August 2010, 6 site visits
Area of site: 600m^2
Summary of results: The watching brief revealed an undated buried soil horizon sealed below a modern landscaping layer. No evidence for the known Romano-British cemetery extending within the development area was observed.
Location of archive: The archive is currently held at OA, Janus House, Osney Mead, Oxford, OX2 0ES, and will be deposited with Winchester City Museum in due course under the following accession number: WINCM:AY425

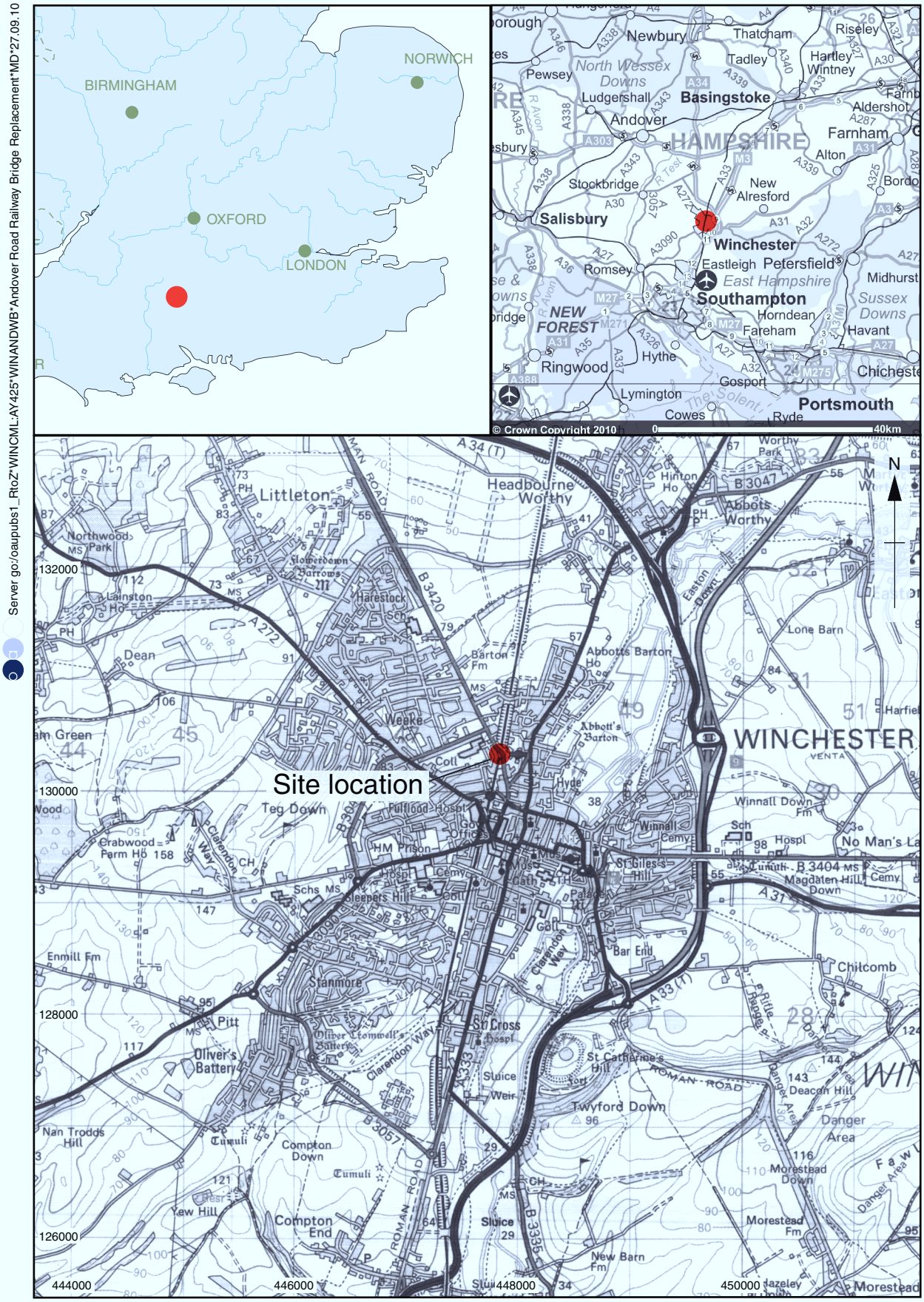

Figure 1: Site location

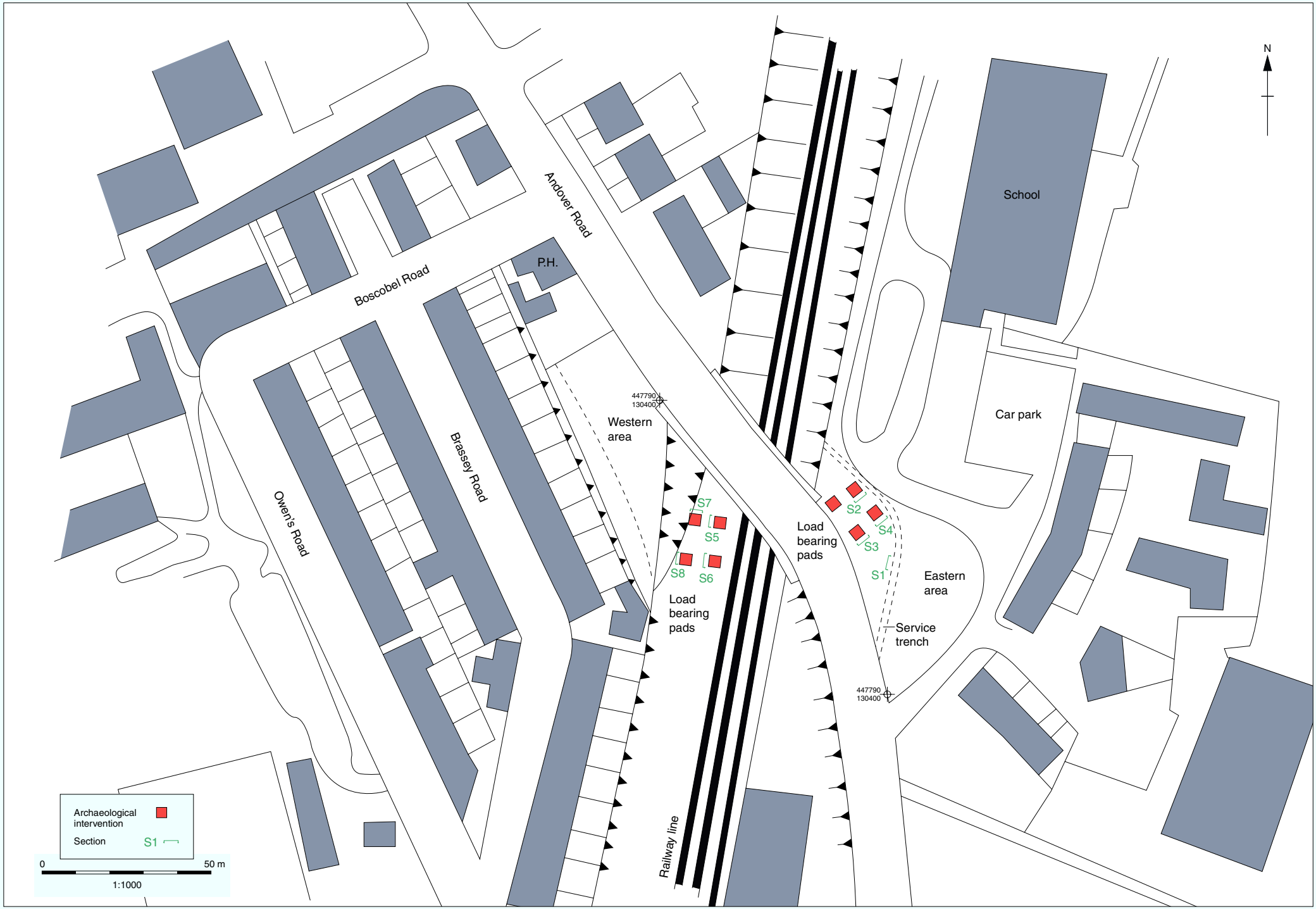

Figure 2: Site plan

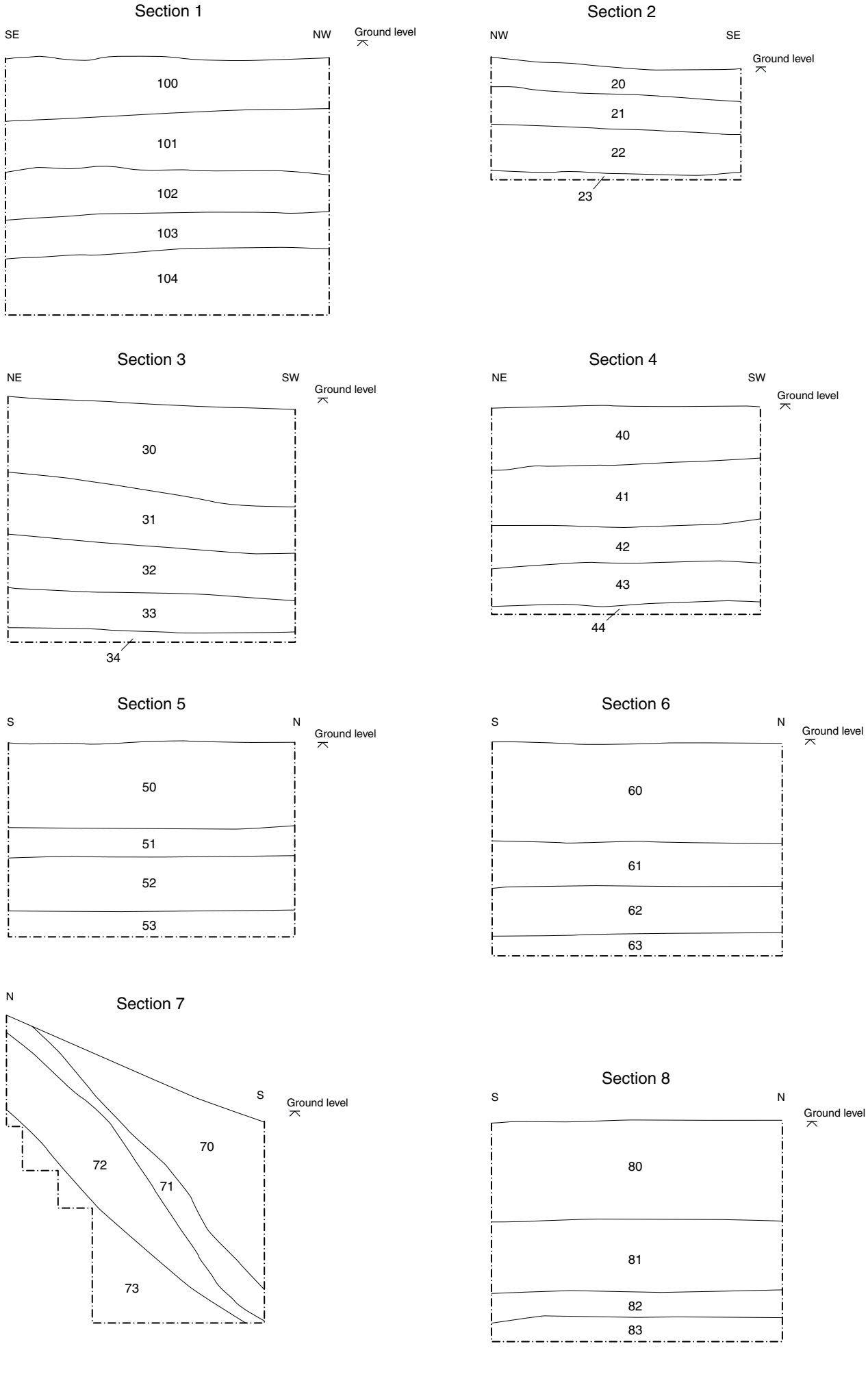

Figure 3: Sections

Head Office/Registered Office/ OA South

Janus House
Osney Mead
Oxford OX2 0ES

t: +44 (0) 1865 263 800
f: +44 (0) 1865 793 496
e: info@oxfordarch.co.uk
w:http://thehumanjourney.net

OA North

Mill 3
Moor Lane
Lancaster LA1 1GF

t: +44 (0) 1524 541 000
f: +44 (0) 1524 848 606
e: oanorth@thehumanjourney.net
w:http://thehumanjourney.net

OA East

15 Trafalgar Way
Bar Hill
Cambridgeshire
CB23 8SQ

t: +44 (0) 1223 850500
f: +44 (0) 1223 850599
e: oaeast@thehumanjourney.net
w:http://thehumanjourney.net

OA Méditerranée

115 Rue Merlot
ZAC La Louvade
34 130 Mauguio
France

t: +33 (0) 4.67.57.86.92
f: +33 (0) 4.67.42.65.93
e: oamed@thehumanjourney.net
w: http://oamed.fr/

OA Grand Ouest

7 Rue des Monderaines
ZI - Ouest
14650 Carpiquet
France

t: +33 (0) 2 49 88 01 01
f: +33 (0) 2 49 88 01 02
e: info@oago.fr
w: http://oago.fr