

ARCHAEOLOGICAL WATCHING
BRIEF OF NEW ACCESS ROAD
AT
FORMER TOLLADINE GOODS
YARD, TOLLADINE ROAD,
WORCESTER

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Illustrated by Sarah Phear

Revision 2
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Project 3174
Report 1598
WCM 101623

Archaeological watching brief of new access road at former Tolladine Goods Yard, Tolladine Road, Worcester

Adam Lee

Background information

<i>Client</i>	PM Harris Ltd
<i>Site address</i>	Former Tolladine Road Goods Yard, Tolladine, Road, Worcester
<i>National Grid reference</i>	SO 8588 5553
<i>Sites and Monuments Record reference</i>	WCM 101623
<i>Planning authority</i>	Worcester City Council
<i>reference</i>	PO6H0522
<i>Brief</i>	WCMAS 2007
<i>Project design</i>	HEAS 2007
<i>Project parameters</i>	IFA 2001
<i>Previous archaeological work on the site</i>	

The former Tolladine Goods Yard is registered on the Worcester City Historic Environment Record as WCM98021. Prior to development, the site was subject to a general photographic survey (Mercian Archaeology 2007a), and a standing building survey (Mercian Archaeology 2007b). A desk-based assessment was compiled by the Halcrow Group Limited in 2006 and the following section is a summary of information from that report.

Archaeological background

The site lies approximately 1 mile to the north east of the centre of Worcester, with Tolladine Road to the south and Tunnel Hill and Rainbow Hill to the north. The underlying natural geology of the site consists of the Eldersfield mudstone formation of Mercia Mudstone (Keuper Marl).

There are no monuments dating to the prehistoric through to later medieval periods known within the development area, although a socketed prehistoric axe (WCM100597) was found to the west on the site of the former Gasworks. The former Hill farm (WCM98038) was located just outside the development area to the southwest under the current cement works and appears on mid 19th century maps. The farm buildings may have dated to the medieval period but there is no evidence to support this. During the 19th century the rise of the British railway network saw Worcester become an important railway centre and the mid 19th century saw the development of the railway infrastructure that shaped the current topography on the development site. The infrastructure within the goods yard consisted of railway lines, engine sheds, repair shops and assorted support infrastructure buildings. The goods yard continued in use well into the 20th century although in decline and many of the buildings on the site were cleared between 1965 and 1992 after the goods yard fell into disuse.

Aims

The aims of the watching brief were to observe and record archaeological deposits, and to determine their extent, state of preservation, date and type, as far as reasonably possible and to carry out a photographic survey of the former railway bridge crossing the Tolladine Road and the retaining wall.

Deposit description

Context	Classification	Description	Depth below ground surface (b.g.s) – top and bottom of deposits
100	Modern Overburden	Mixed and disturbed deposit consisting of firm mid to dark brown and black brown clay silt with patches of black ash and clinker. Frequent large fragments of modern brick. Moderate angular stones. Moderate charcoal flecks. This deposit varied in depth from 0.30 – 1.30m.	0 - 1.30m max
101	Natural	Firm and concreted red brown marl/mudstone containing patches and bands of green grey marl.	1.40m +
102	Modern Overburden	Mixed and disturbed deposit consisting of firm dark black brown silt with ash and clinker and patches and bands of coarse yellow orange sand. Frequent medium to large fragments of modern brick. Moderate angular stones. Moderate charcoal flecks. This deposit varies in depth from 0.90 – 1.40m.	0 – 1.40m max

Discussion and conclusions

The programme of monitoring consisted of two elements, the monitoring of the excavation of foul sewer and storm drain trenches and the monitoring of the stripping of overburden within the road corridor. James Goad of Halcrow undertook the majority of the monitoring of the foul sewer and storm drain trenches during an emergency watching brief. The author monitored a 5m stretch of the storm drain trench and the stripping of the access road corridor.

No significant archaeological features or deposits were identified during the excavation of the foul sewer and storm drain trenches or during the stripping of the access road and no artefacts were recovered. During the stripping of the southern end of the access road modern deposits 100 and 102 were identified overlying natural deposit 101, which consisted of predominantly red-brown Keuper marl. It is most likely that the area of the new access road was heavily disturbed and truncated during the construction of the railway lines and goods yard in the 19th century. This alteration of the original ground surface is likely to have removed any previously surviving archaeological deposits.

As part of this scheme of monitoring work a rapid photographic survey of the former railway bridge, situated at the very southern end of the new access road and the adjacent retaining wall was undertaken. The photographic survey was required in order to record the bridge and wall prior to removal as part of the works on the site. The majority of the railway bridge was constructed of steel, a steel frame and sides, and the deck of the bridge was made of concrete. The underside of the concrete deck was formed into arches, which sat on the steel frame. The steel frame of the bridge was located on large sandstone blocks, which rested on the top of brick retaining walls. The bridge was manufactured by Axletree Co Ltd, Wednesfield, England in 1935. (Plates 6 to 14). The goods yard and railway lines off Tolladine Road were constructed during the 19th century and the bridge appears on the 1888 O.S. map of Worcester. It would therefore appear that the bridge of 1935 replaced an earlier bridge. The retaining wall was of brick with concrete capping sloping from the height of the bridge to a 3m high sandstone capped pillar. To the north of this a former entrance was

blocked by a later section of brick, beyond which two dilapidated shorter pillars enclosed a narrow entrance blocked by a steel gate. The remaining section of wall removed for the entrance to the access road was of modern concrete construction.

Publication summary

The Service has a professional obligation to publish the results of archaeological projects within a reasonable period of time. To this end, the Service intends to use this summary as the basis for publication through local or regional journals. The client is requested to consider the content of this section as being acceptable for such publication.

An archaeological watching brief for a new access road was undertaken on behalf of PM Harris Ltd at the former Tolladine Road Goods Yard, Tolladine Road, Worcester (NGR ref SO 8588 5553; WCM ref 101623). The programme of monitoring consisted of two elements, the monitoring of the excavation of foul sewer and storm drain trenches and the monitoring of the stripping of overburden within the road corridor. No significant archaeological features, horizons or deposits were observed and no artefacts were recovered. Modern overburden deposits were observed overlying natural Keuper Marl deposits during the stripping of the southern part of the new access road. A rapid photographic survey was also carried out of the former railway bridge to the south of the development area, which was removed as part of the works on the site. The bridge crossed Tolladine road and was constructed of steel and concrete on brick retaining walls, a section of which, to the north of the bridge, was also removed.

Acknowledgements

The Service would like to thank the following for their kind assistance in the successful conclusion of this project, James Goad (Halcrow Group Limited), Dave Hawkins (PM Harris Ltd) and James Dinn (Archaeological Officer, Worcester City Museum Archaeology Section).

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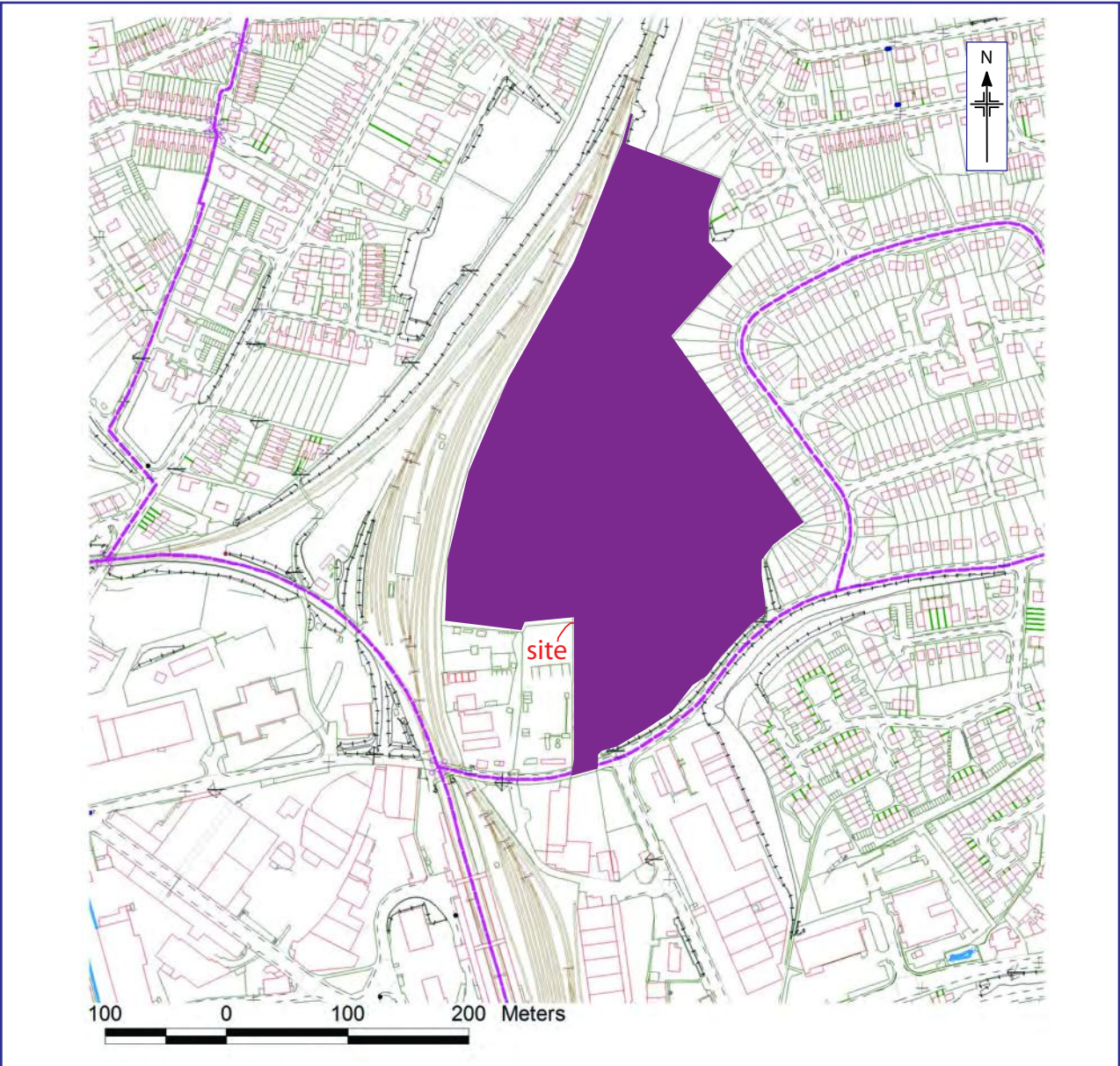
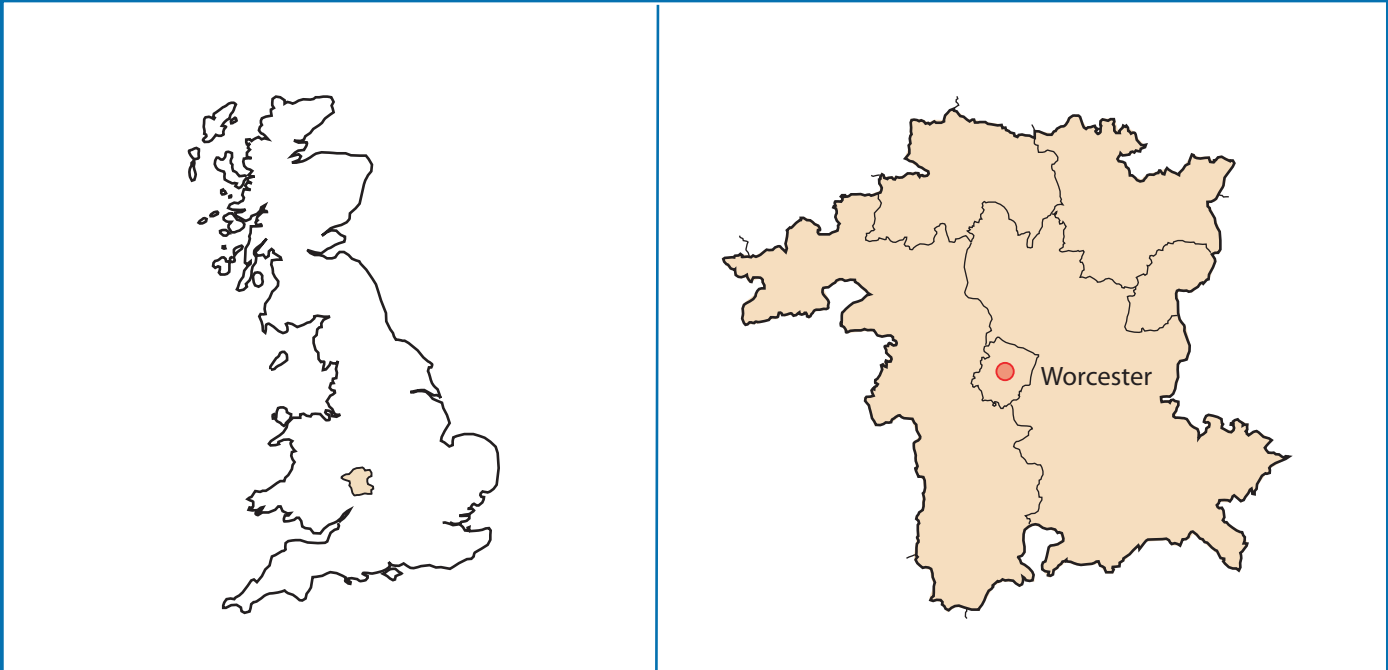
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Mercian Archaeology 2007b - *Historic Building Recording at the former Tolladine Goods Yard, Worcester* unpublished document

WCMAS Reissued 2007 *Brief for an archaeological watching brief at former Tolladine Goods Yard, Tolladine Road, Worcester*, Worcester City Museum Archaeology Section, Worcester City Council unpublished document dated December 2006 reissued 17th December 2007

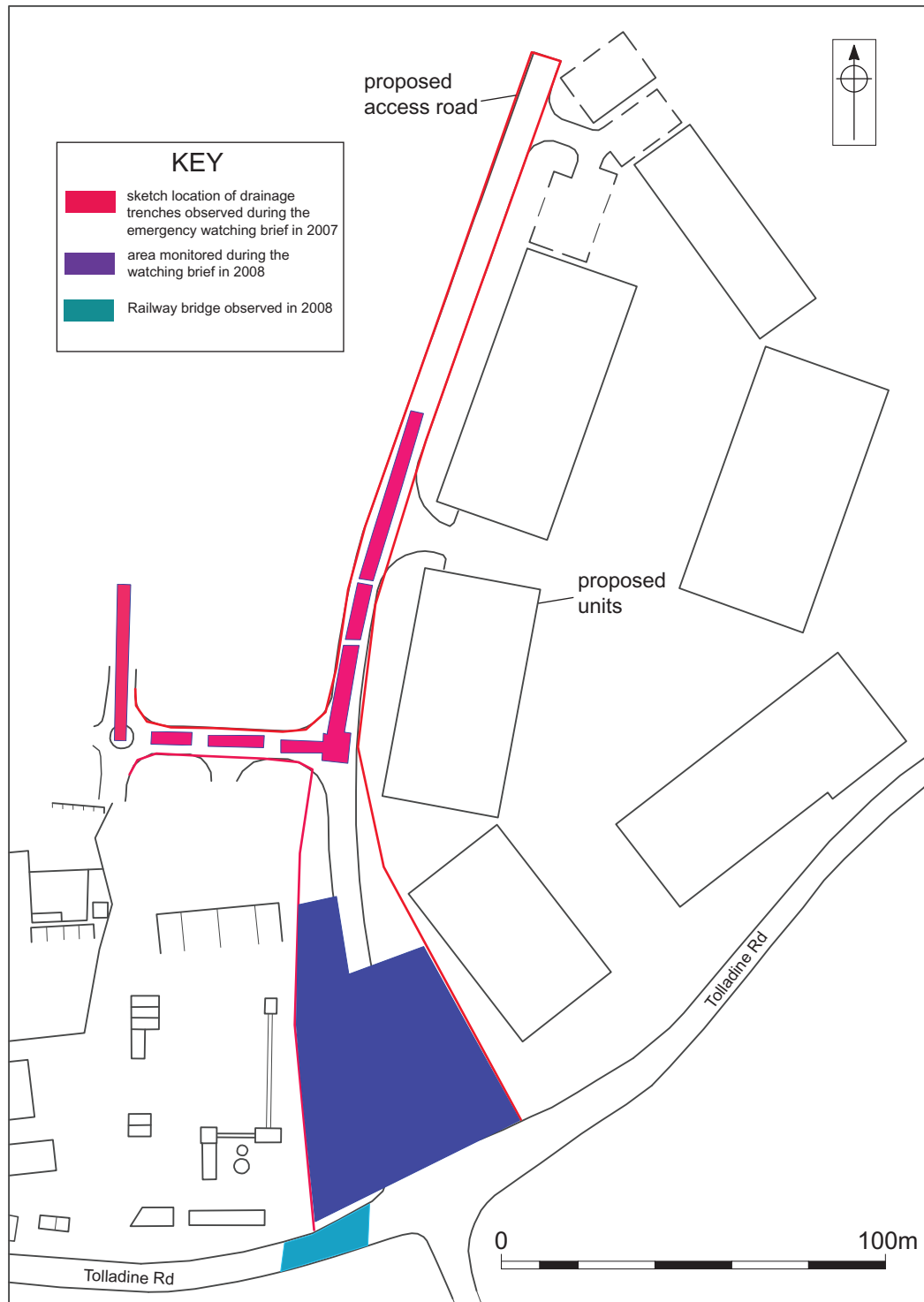
Figures



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Site location

Figure 1



Detail of the development site illustrating the areas monitored during the watching briefs in 2007 and 2008

Figure 2

Plates



Plate 1. Stripping of the access road next to Tolladine road. Modern overburden deposit 100 can be seen overlying natural deposit 101. Looking northwest.



Plate 2. Stripping of the access road. Looking southwest.



Plate 3. Further stripping of the access road. Looking north.



Plate 4. Southern area of access road after stripping. Modern overburden 102 can be seen overlying natural deposit 101.

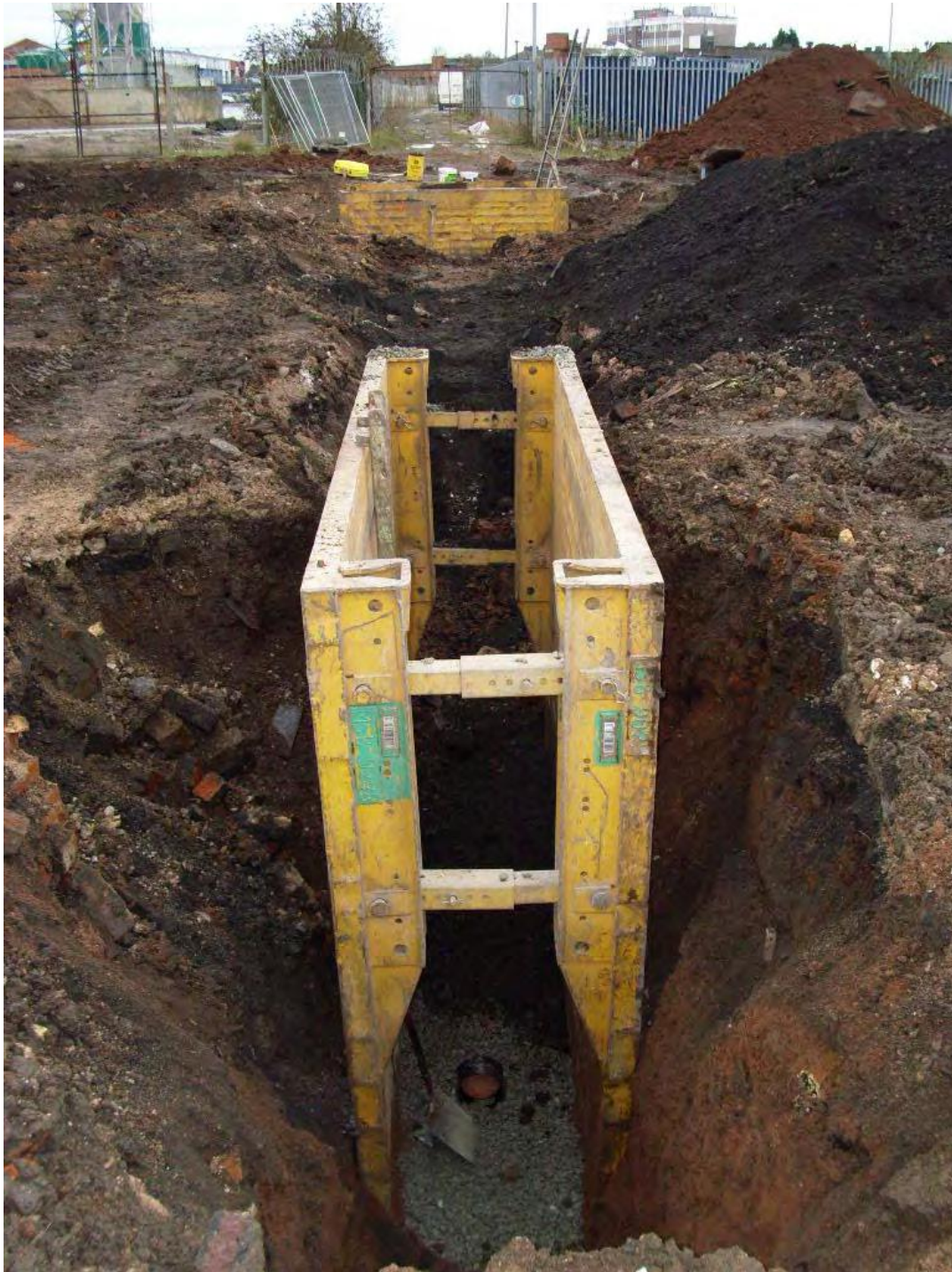


Plate 5. Showing a section of the foul sewer trench to the west of the site. Modern overburden can clearly be seen in the sides of the trench. Looking west.



Plate 6. Showing the top of the eastern side of the former railway bridge. Looking east



Plate 7. The maker's plaque on the eastern side of the bridge.



Plate 8. Showing the top of the western side of the former railway bridge. Looking west.



Plate 9. Showing the top of the former railway bridge with its steel sides and concrete deck. Looking southwest.



Plate 10. The west side of the bridge from street level. Looking east.

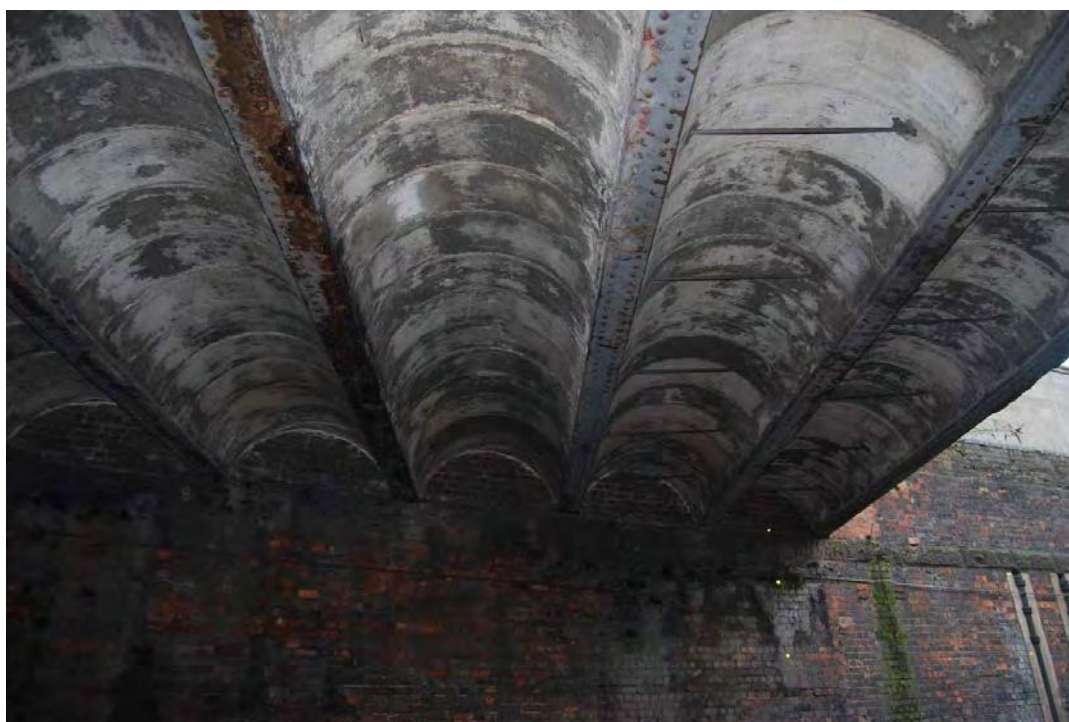


Plate 11. The underside of the bridge. The steel frame and concrete arches are clearly visible. Looking south.



Plate 12. The eastern side of the bridge and retaining wall (which is to be removed). Looking northwest.



Plate 13. Showing the eastern side of the bridge from street level. Looking west.



Plate 14. The eastern side of the bridge with its retaining wall.

Appendix 1 Technical information

The archive

The archive consists of:

9	Fieldwork progress records AS2
1	Photographic records AS3
45	Digital photographs
1	Trench records AS41
1	Scale drawings

The project archive is intended to be placed at:

Worcestershire City Museum and Art Gallery
Foregate Street
Worcester
WR1 2PW
Tel Worcester (01905) 25371