

JOHN MOORE HERITAGE SERVICES

AN

ARCHAEOLOGICAL WATCHING BRIEF

ON REPAIRS TO

R/S AND H/S PIPELINES

BP HAMBLE TERMINAL TO ALDERMASTON AREA

SU47850694 TO SU59205870

On behalf of

The Oil and Pipelines Agency

MARCH 2007

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Summary

A watching brief was conducted by John Moore Heritage Services during the removal of topsoil and the excavation of pipeline trenches at 3 locations within Hampshire during September and October 2006.

1 INTRODUCTION

1.1 Site Locations (Figure 1)

Investigative and repair work was to be carried out on two pipelines. The first pipeline runs from the BP Hamble Terminal to the OPA facility at Satchel Lane, Hamble and is known and referred to as the H/S pipeline. There were 13 defect locations on this pipeline, which were referred to with letters A to K, [including H(a)] (JMHS 2006). However, it was considered that none of these repairs would impact on archaeological remains (*ibid*, 31).

The second pipeline runs from the OPA facility at Satchel Lane, Hamble, to the Aldermaston area, southwest of Reading, and is known and referred to as the R/S pipeline. There were originally 19 defect locations along the route of this pipeline which were annotated 1 to 18 inclusive, including 15(a). These were detailed in an impact assessment report (JMHS 2006, Appendix 2) and totalled 24 in number.

In the event only three areas of work, were carried out during the period of this watching brief. This involved the installation of new sections of pipeline within a new pipe trench, approximately 800m in length, at Tollbar Way and 2.2km in length, adjacent to the existing pipeline and the M3 motorway at Dummer. In addition to these major sections a small excavation of the existing pipeline was witnessed at Chilcomb Down. At these locations top soil stripping down to natural geological deposits was monitored by an archaeologist. These locations were:

- A. Berrywood Farm, Tollbar Way, near Netley, centred at NGR SU 475155.
- B. Chilcomb Down, Winchester. NGR SU 528292.
- C. Dummer, centred at NGR SU 572452

Figure 1, below, shows the locations and the route of the pipeline.

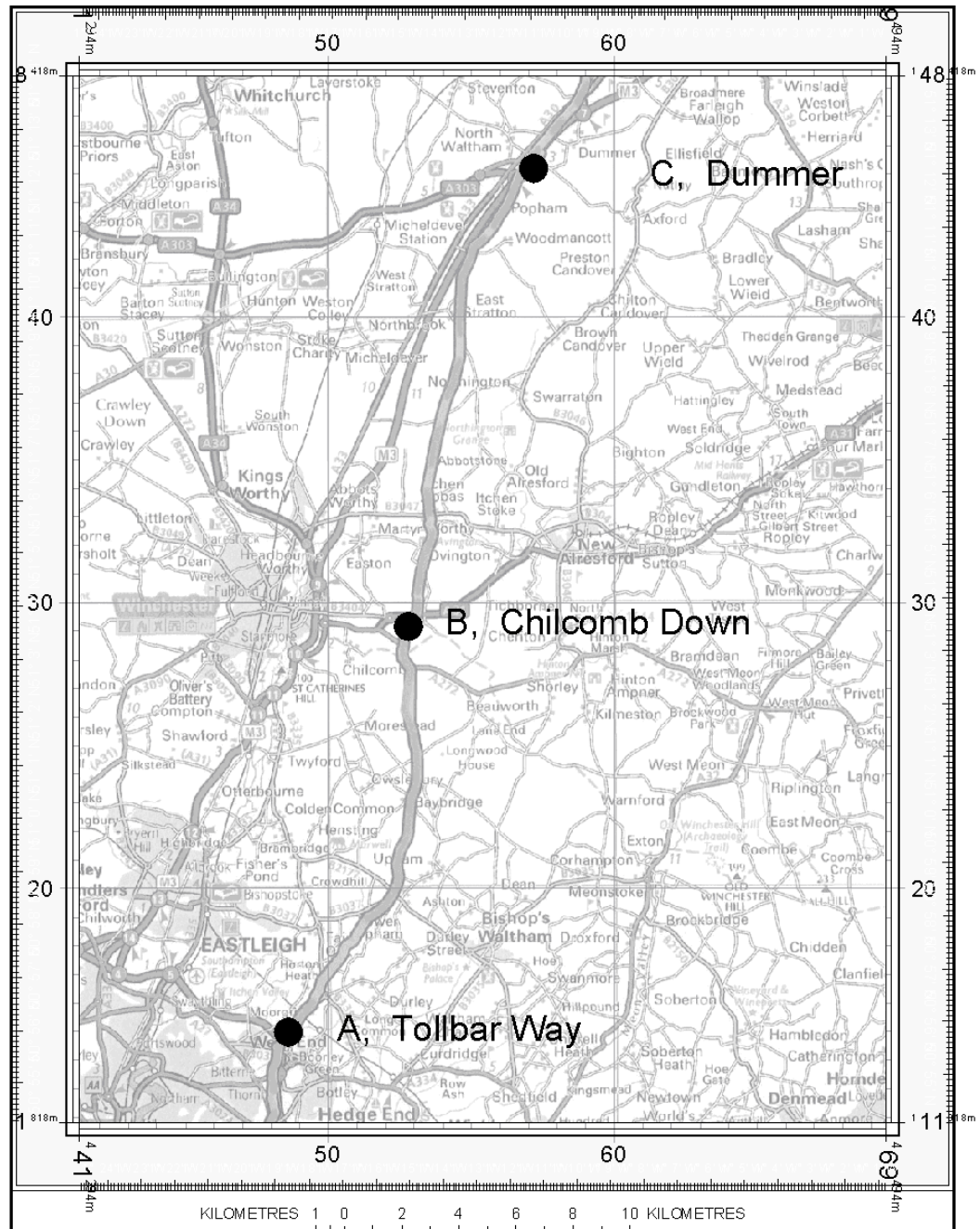


Figure 1. Locations A, B & C and the pipeline route.

1.2 Archaeological Background

Location A. Berrywood Farm, Tollbar Way.

The Berrywood Farm is the site of a medieval farm, Berrfield Farm, dating from at least 1320. The Berrywood estate is built on the site of the medieval farm. A barrow site is located 250m to the east of the start of the pipeline works at this location. During the course of housing development adjacent to the pipeline but unrelated to the pipeline work, a prehistoric landscape was being excavated approximately 400m to the southeast of the pipeline.

Location B. Chilcomb Down.

The south and west slopes of Chilcomb Down (NGR SU 5231 2887) contain a complex array of rectilinear field systems and boundaries. These are 600m to the southwest of the proposed works and well outside the study area (JMHS 2006). However there is potential for these field systems boundaries to be present within the area around defect

Location C. Dummer.

There is a Bronze Age barrow and a Neolithic flint scatters known 500m to the east of the start of the relay.

A linear feature, visible as a feint, light mark on aerial photography runs in a southwest-northeast direction for over 250m, which should have intersected the pipeline.

There is an Iron Age field system and lynchets with its centre located 190m to the northwest of the relay start point

A significant cluster of Roman period archaeology is located around the junction of Popham Lane with the A30 road (NGR SU 5694 4549). It is thought that this cluster of activity may be associated with a Mansio on the Silchester to Winchester Roman road that is closely followed by the line of the modern A30. This cluster of activity is detailed below.

The foundations of a Roman building were found at the Wheatsheaf Inn and included Roman tiles, tesserae, pottery, coins, and other artefacts A number of ditches containing Roman period artefacts and a Roman building were excavated in 1969, adjacent to the M3 and a number of Roman pits and a settlement and a hoard of coins found in the same area in 1969

There is the site of a Roman period building, possibly a Mansio located 255m to the northwest of the relay. Field walking in 2002 found discrete spreads of Romano-British building materials including roof and floor tiles and brick.

2 AIMS OF THE INVESTIGATION

The aims of the investigation as laid out in the Written Scheme of Investigation were as follows: *To identify and appropriately record any archaeological remains revealed by the works.*

3 STRATEGY

3.1 Research Design

John Moore Heritage Services, on behalf on the Oil and Pipelines Agency, prepared a Written Scheme of Investigation detailing the archaeological work that would be carried out in order to preserve by record any archaeological remains that were revealed by the works. This was approved by the Environment Department of Hampshire County Council.

Standard John Moore Heritage Services techniques were employed throughout, involving the completion of a written record for each deposit encountered, with scale plans and section drawings compiled where appropriate.

The recording was carried out in accordance with the standards specified by the Institute of Field Archaeologists (1994).

3.2 Methodology

An archaeologist monitored the removal of top soil from all three locations and inspected the side-wall sections of the pipeline trenches and other excavations associated with the civil works. This included a short access road at Tollbar Way. Additionally, at Dummer, a pipe storage area was constructed together with a temporary location for site offices. An archaeologist was present and observed the stripping of topsoil and the construction of this depot area.

Standard John Moore Heritage Services techniques were employed throughout, involving the completion of a written record for each deposit encountered, with scale plans and sections drawings compiled where appropriate.

4 RESULTS

4.1 Location A. Berrywood Farm, Tollbar Way, Netley.

The new section of pipeline that was installed at this location was within 2m of the existing pipeline. The civil works associated with the original pipeline would have disturbed the same area and it is probable that any archaeology within the area would have been removed during the previous works.

Conditions on-site during the initial earthworks and construction for the access trackway were good and allowed archaeological remains to be readily identified. However, after the initial works the site quickly became waterlogged and covered in deep slurry for most of the time that the topsoil was being stripped and the pipeline trench cut. Figure 2, below indicates the approximate area where the top soil was removed.

During the stripping of top soil for the site access (orientated northwest-southeast) the foundation of a building and two ditches were uncovered (contexts [5009], figure 2 and [5008], [5006] & [5004], figure 3). A single sherd of 12th or 13th century fine sandy ware was found in context [5003], the fill of the ditch, context [5004] (see figures 3 & 4). On the southern half of the site, within the wooded areas the topsoil consisted of dark brown humus, up to 350mm deep overlying light brown-yellow sandy clay

A total of four pottery sherds were recovered from this location. Three sherds of 17th or 18th century Red Earthenwares (context [5002]) detailed in section 5, below.

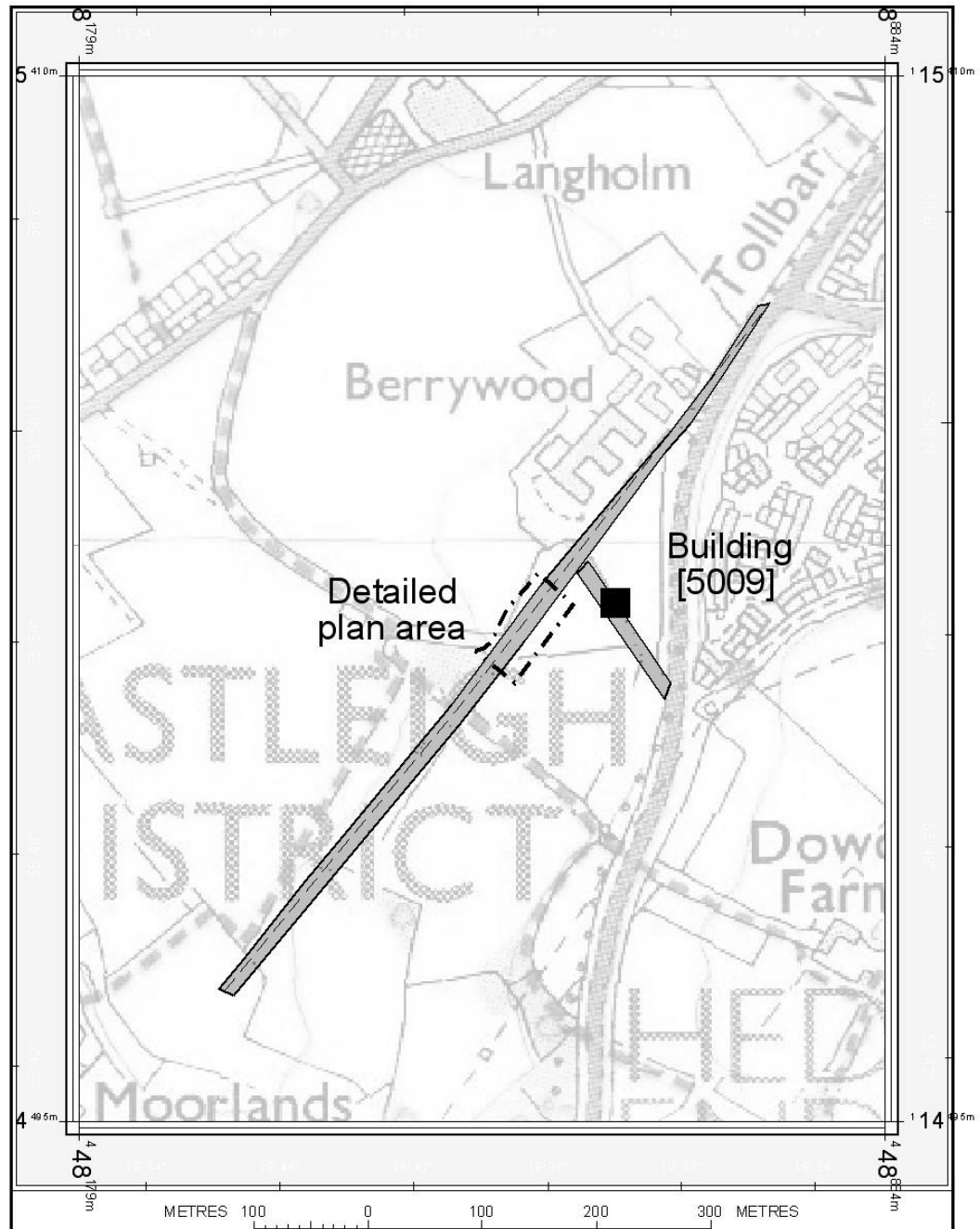


Figure 2. Approximate area of top soil removed at location A, Berrywood Farm, Tollbar Way , indicating the location of the Building [5009] and the detailed plan area shown in figure 3, below.

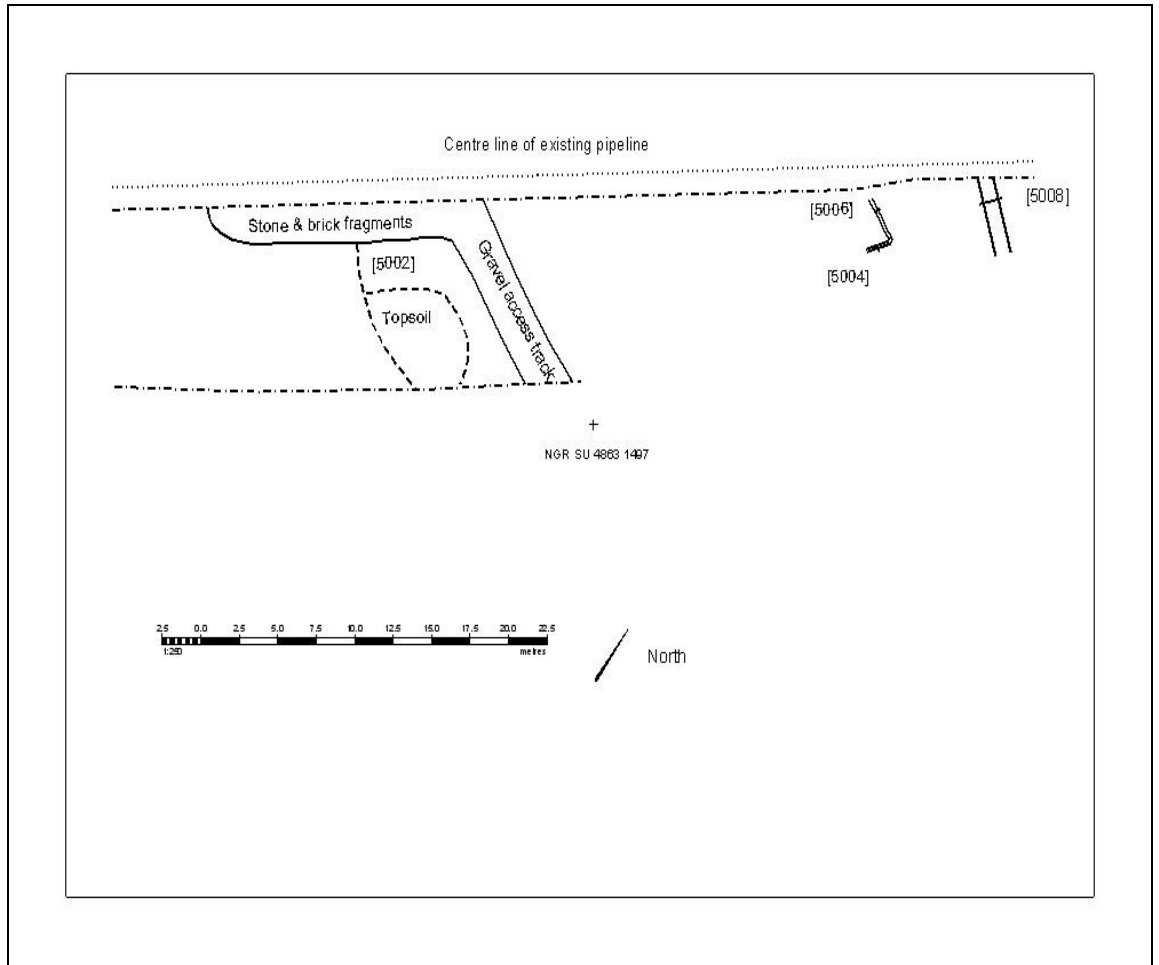


Figure 3. Detailed plan of part of Berrywood Farm Tollbar Way.

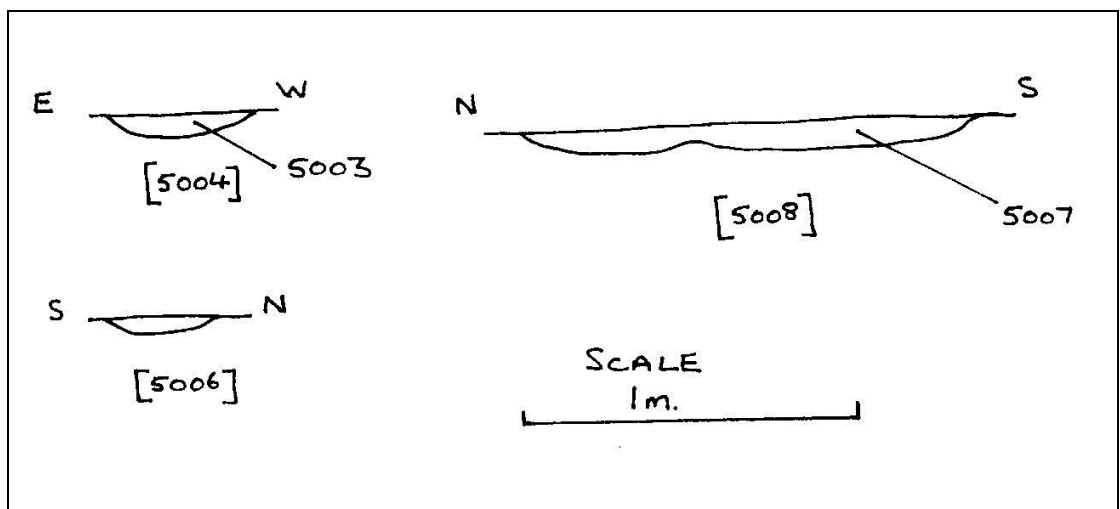


Figure 4. Details of sections at Berrywood Farm, Tollbar Way.

4.2 Location B. Chilcomb Down.

A small area, 3m by 10m was excavated to expose the existing pipeline at Chilcomb Down. No archaeology was observed in the topsoil or the previously disturbed sub-soil around the pipeline. Figure 5, below, shows the location of the excavation and the extent of the topsoil removal.

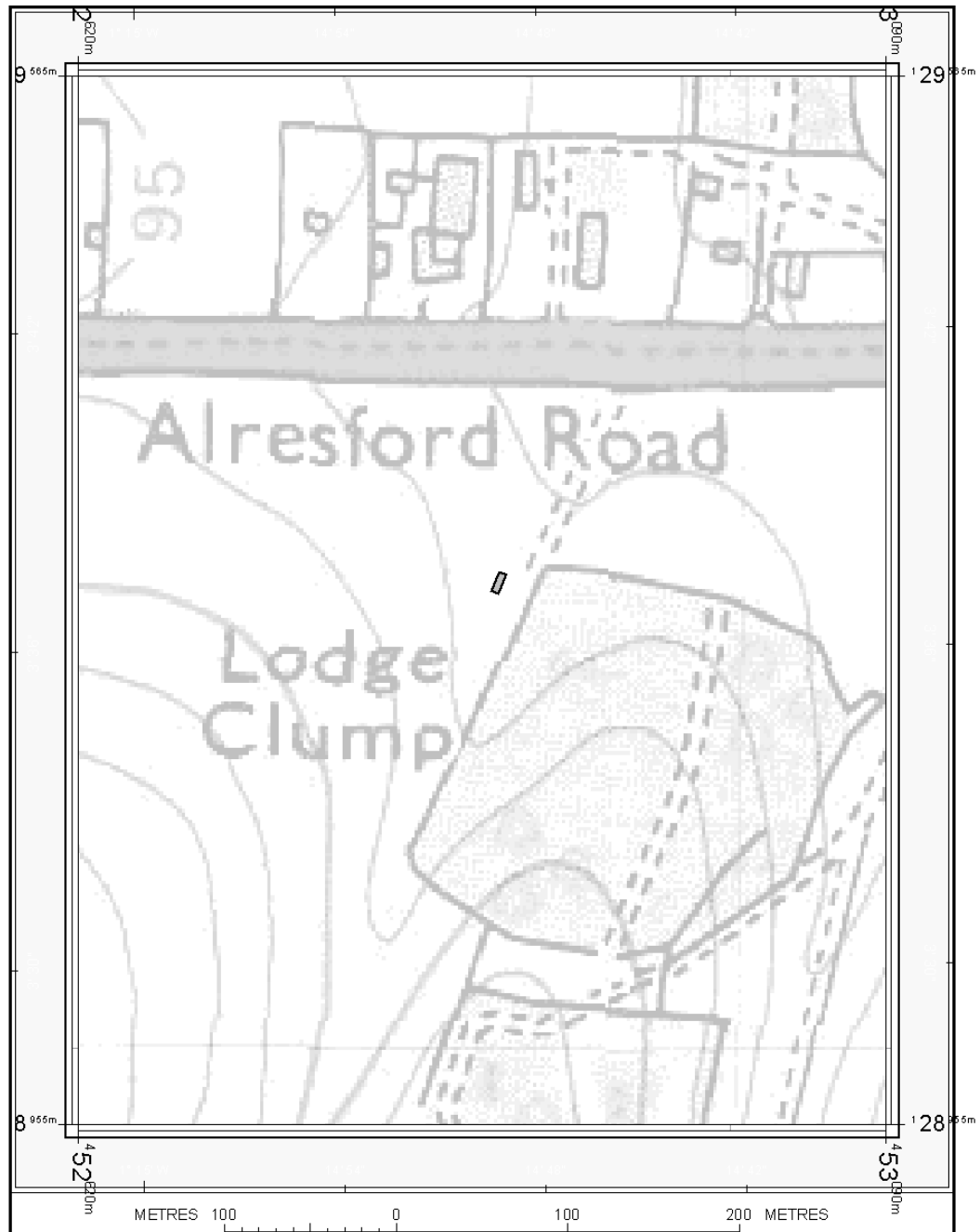


Figure 5. Approximate area of topsoil removed at location B, Chilcomb Down.

4.3 Location C. Dummer.

Most of the new section of pipeline was within 2m of the original pipeline. The new sections of pipeline is approximately 2200m in length and additional areas were excavated to launch and receive new sections of pipe that were bored beneath the M3 motorway, located at NGR SU 5758 4582 and SU 5742 4598. A pipe storage area, centred on NGR SU 5721 4527 was constructed together with an access road. This involved the removal of topsoil down to a depth of approximately 300mm and its replacement with MOT specification aggregate.

Figure 6, below, shows the extent of the areas that were stripped of topsoil. No archaeology was found during the stripping of topsoil or during the excavation of the pipe trenches. A small quantity of un-stratified pottery sherds and ceramic building material was found in the topsoil and this material is described section 5, below.

The top soil over most of the area varied between 300mm and 400mm in depth and was loosely compacted, light brown sandy silt containing up to 20% flint gravel in the size range 20mm to 40mm. In areas around NGR SU 5693 4498 there were extensive surface scatters of large flint nodules up to 200mm on their longest axis.

The sub-soil generally comprised compacted, light brown sandy clay including some chalk gravel, generally less than about 10 %.

The pipe trench generally cut into the chalk bed rock to a depth of up to 2 m

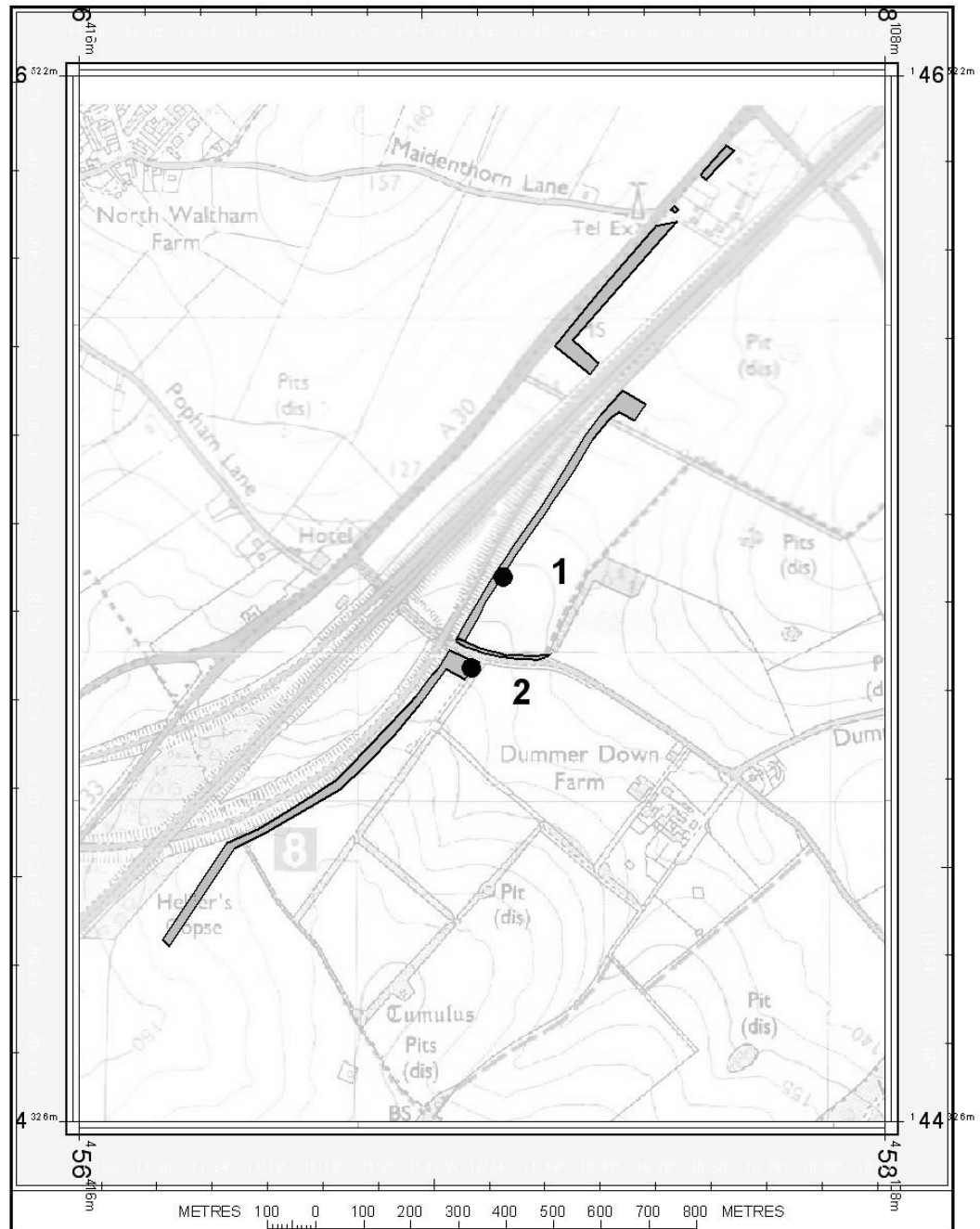


Figure 6. The approximate area of topsoil removed and finds at location C, Dummer.

5 FINDS

5.1 Pottery.

Tollbar Way

The pottery assemblage comprised four sherds with a total weight of 301g. Context 5002 produced three sherds (300g) of post-medieval Red Earthenwares, probably of 17th or 18th century date. Context 5003 yielded a single small sherd of fine medieval sandy ware (1g), probably of 12th-13th century date.

Dummer

The pottery assemblage comprised four sherds with a total weight of 21g. It consisted of a single un-stratified sherd of Romano-British Oxford ware Mortarium, along with two other un-stratified and heavily abraded fine sandy sherds (8g) of uncertain date, at grid ref SU 57324550 (location **1**, figure 5). An un-stratified, abraded, sherd of post-medieval sandy red earthenware (13g) was also noted at the pipe storage area at NGR 57244528 (location **2**, figure 5).

6 DISCUSSION

6.1 Location A. Berrywood Farm, Tollbar Way.

This location was considered to have a low archaeological potential (John Moore Heritage Services, 2006). The proximity of Berrywood farm, first recorded in 1320, was 50 m to then northeast of the central section of the pipeline and was within an area that has been extensively developed within the past 20 years. The new pipeline route was within 3m of the existing pipeline and was being laid in an area that would have been extensively disturbed during its construction. The watching brief found evidence of ditches probably associated with the medieval or post medieval Berrywood farm and one (context [5003]) contained a sherd of pottery contemporary with the medieval farm. Post medieval brick and tile, possibly from an agricultural building or shelter.

6.2 Location B, Chilcomb Down.

This location is an area of low archaeological potential which was confirmed by the watching brief.

6.3 Location C, Dummer.

The area of development at Dummer was considered to have a high archaeological potential (John Moore Heritage Services, 2006) due to the large amount of prehistoric and Roman period archaeology within 200m of the pipeline route. No archaeological structures were found and only un-stratified Roman and medieval pottery was found. The reasons for this are thought to be that the area has been subjected to three major periods of civil engineering and agricultural activity over the last 60 years. Principally the construction of the original pipeline, the first relay replacement approximately 25 years ago and the construction of the M3 motorway.

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