



Southampton Archaeology Unit

Report 1597

Archaeological Desk-based Assessment of the Selwood site, Bournemouth Road, Chandler's Ford, Hampshire.

Emma Anderson BA MA MCIfA and Tobias
Riley BA MSc

2025

Client: Workdry International Limited



Contents

1. Summary.	3
2. Introduction	3
3. Aims of the assessment.....	3
4. Assessment methodology	3
5. Site location, topography and geology	4
6. Historical background	5
7. Cartographic evidence	6
8. Archaeological background.....	13
9. The present condition of the site	15
10. The proposals and their impact on the archaeology	18
11. Conclusions	18
Bibliography	19

Front cover: aerial view of the site from Google Earth (August 2023).

Archaeological Desk-based Assessment of the Selwood 2025 site, Bournemouth Road, Chandler's Ford, Hampshire.

Emma Anderson BA MA MCIfA and Tobias Riley BA MSc

Archaeology Unit report	1597
Ordnance Survey grid reference	443265 120368

1. SUMMARY.

This archaeological assessment was carried out to establish the archaeological resources within a parcel of land occupied by various Workdry International Limited premises in Chandler's Ford, Hampshire, to inform proposals for redevelopment of the site. The overall area occupies 3.9 hectares of land to the west of Bournemouth Road and south of School Lane, and is used for manufacturing, hire of pumps and plant, with the present, application area (0.51 hectares) being in the Northeast of the site utilised as a business headquarters and office space. There are few archaeological sites or listed buildings in the area but the line of a Roman clips the western edge of the development area. In the late 19th and 20th century a large area of Chandler's Ford was given over to brickmaking and much of the area to the south was quarried away. The site began to be developed in the 1950s, with terracing of the slope to accommodate large industrial warehouse-type buildings. The post-war development will have removed or buried most of the archaeology, with the northwest of the site being some 2.5m higher than the surrounding topography, suggesting that this area has been heavily terraced. However, a short stretch of the Roman road might survive in the west of the development area with associated archaeology within the site bounds. The impact of the development could be mitigated by a watching brief on any groundworks to determine the presence of any Roman archaeology relating to the road.

2. INTRODUCTION

2.1 Introduction

2.1.1 This Archaeological Desk-based Assessment has been prepared on behalf of Workdry International Limited to support the remodelling of their headquarters.

2.2 Author

2.2.1 This assessment has been researched and prepared by Emma Anderson BA MA MCIfA and Tobias Riley BA MSc

3. AIMS OF THE ASSESSMENT

3.1 The aims of the assessment were to identify the likely scope of the area's archaeological heritage and its sensitivity to development. This was to be achieved by characterising the archaeology of the site through all periods to the modern day, suggesting the likely range and locations of the archaeological evidence, and establishing areas where archaeology is unlikely to survive due to modern disturbance.

4. ASSESSMENT METHODOLOGY

4.1. Hampshire County Council provided details of nearby Heritage Assets, and the results of archaeological investigations in the area. Historic maps were consulted to gain a view of land use over the last 250 years.

5. SITE LOCATION, TOPOGRAPHY AND GEOLOGY

5.1 The application site lies southwest of the junction of School Lane and Bournemouth Road in Chandler's Ford, centred on NGR 443265 120368 (figs. 1 & 2). It is the business headquarters and office space of Workdry International Limited. The north end of the site consists of a series of terraces, that step down from 35mOD by Bournemouth Road to 24.75m OD in the NW corner of the site. There is a more level area in the south of the site, which slopes down from 30m OD in the SE corner to 26mOD in the NW corner.

5.2 The site lies on the north edge of the Hampshire Basin and the British Geological Survey records the bedrock geology as consisting of the Wittering Beds, deposits of sand silt and clay formed approximately 41 to 56 million years ago in the Palaeogene Period. (<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>).



Figure 1. The location of the site marked by a red star. The dashed line from SW to NE marks the line of the Roman road.

© Crown Copyright. All rights reserved Southampton City Council. LA 1000 19679 2018.

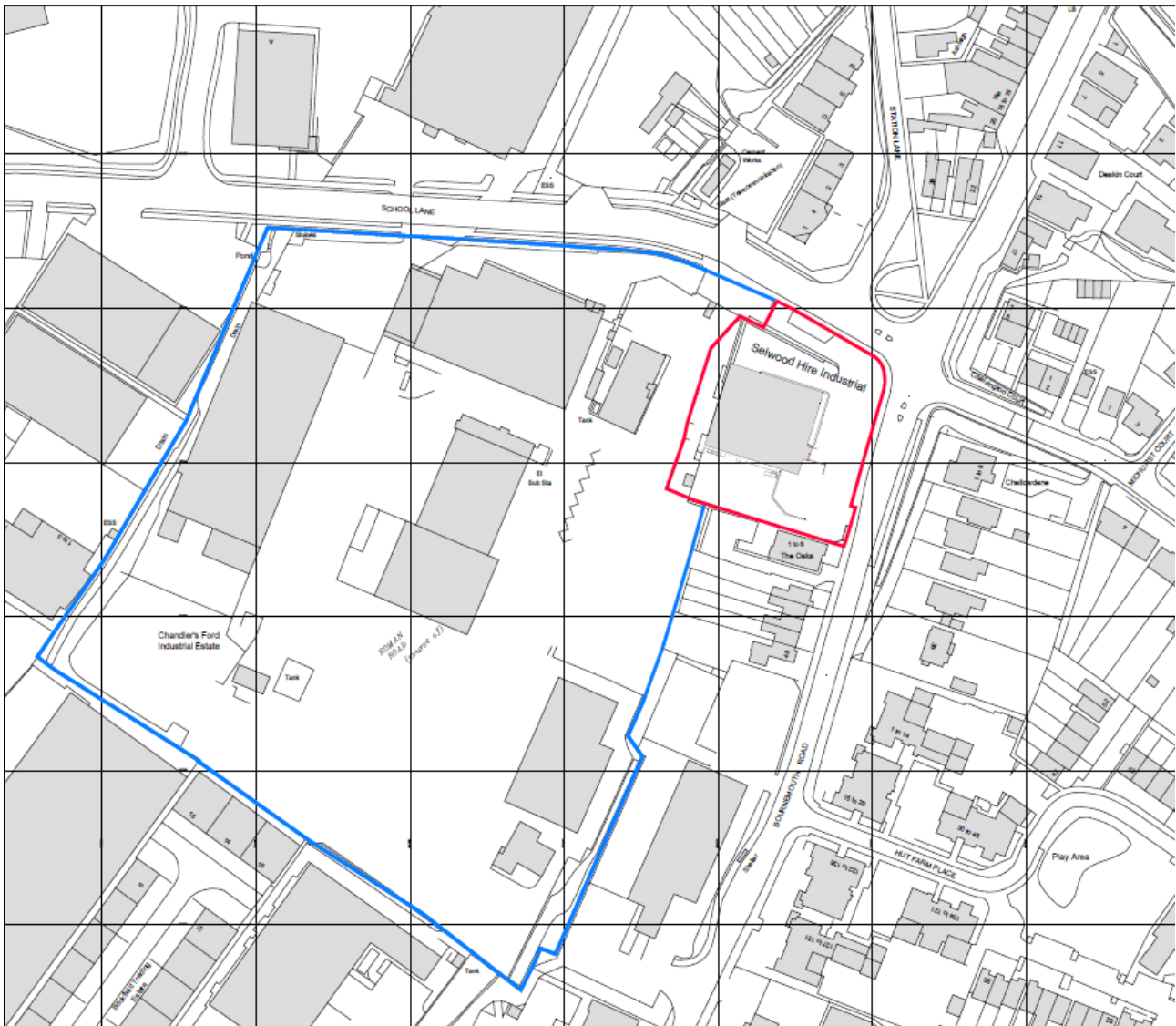


Figure 2. Site location, with overall site outline in blue and application area in red.

5.3 Ground investigations were carried out in September 2024. Nine hand excavated trial pits (CBR) were undertaken, with three of them being within or adjacent to the current application area. CBR01 to the northwest of the area found tarmac/made ground down to a depth of 0.55m bgl. CBR02 to the southwest of the area located the Wittering formation at 0.26m bgl. CBR09 in the southeast corner of the area found the wittering formation at 0.36m bgl.

6. HISTORICAL BACKGROUND

Note: The primary sources of information for this section are:
Victorian History On-Line [www.british-history.ac.uk]

6.1 Chander's Ford was a parish formed in 1897 from portions of North Stoneham, North Baddesley, and Ampfield. Nineteenth century maps show the site itself lay on the boundary of North Baddesley and North Stoneham parishes.

6.2 North Baddesley parish was recorded in the Domesday Survey as belonging to the Mortimer family. The parish was acquired by the Knight's Hospitallers of St John in the mid-12th century, and stationed their preceptory there. At the dissolution of the monasteries, in 1536, Baddesley, was granted to Sir Thomas Seymour, the king's brother-in-law, later

passing to John Foster, who had married a cousin of Seymour, Jane Wadham. Later Fosters conveyed the manor to Thomas Fleming, the king's solicitor-general, and in 1767 it was sold to Thomas Dummer, of Cranbury. His extensive property in Hampshire was left by his will, in 1781, to Mr. Thomas Chamberlayne, who subsequently married Mr. Dummer's widow. On the death of her third husband, Sir Nathaniel Dance-Holland, in 1811, the estates passed to the Chamberlayne family.

6.3 The manor of North Stoneham was granted in 932 by King Athelstan to the thegn Alfred, who donated it to Hyde Abbey in Winchester in 941. The abbey also received land direct from King Athelstan together with a chapel. The abbey held the church and manor at the time of the Domesday Survey. At the dissolution of the monasteries the manor, with other possessions of Hyde Abbey, was granted to Thomas Wriothesley, earl of Southampton. In the late 16th century the North Stoneham estate was sold to Thomas Fleming, whose descendants owned the estate into the 20th century.

6.4 Nothing is known about the use of the site until the mid-19th century when the field names on the 1840 tithe map show a number of brickworks in the area. There was one at Common Farm to the south of the site, and another at Hut Farm to the east. The field names in the north part of the site include 'Part of Kiln Piece' and 'Part of field going to Kiln' which suggest a kiln lay beyond the site in North Baddesley parish. There were a number of firms connected with the brickworks in Chandlers Ford, including Joseph Bull and Sons of Southampton, and Hooper and Ashby. It is not clear which firm owned the pit where Selwood are now situated. The brickworks closed in late 19th---early 20th century and Hooper and Ashby moved to the Bursledon Brickworks in Swanwick. The quarry was used as allotments until it was redeveloped in the post-war years, eventually becoming the Chandler's Ford Industrial Estate.

7. CARTOGRAPHIC EVIDENCE

7.1 An assessment of historic maps has been made to assist the understanding of the site's development. Maps consulted included:

Taylor's map of Hampshire, 1759.

Milne's map of Hampshire, 1791.

First edition of the Ordnance Survey, England published 1811 and revisions to present day.

Greenwood's map of Hampshire, 1826.

Copy of c1840 North Stoneham Tithe Map

A summary of this exercise is set out below:

7.1.1 Taylor's map of Hampshire 1759

Taylor's map shows the generally open nature of the landscape (fig 3).



Figure 3. Location of Chandler's Ford as shown on Taylor's map of Hampshire, 1759. Approximate location of site shown by blue outline, current application area by a red outline.

7.1.2 Milne's 1791 map of Hampshire

Milne's map shows the area of the site as open land. To the north the land is stippled, suggesting rough grazing (fig 4).

7.1.3 First Edition Ordnance Survey

The Ordnance Survey First Edition for Hampshire, surveyed in the early 19th century but not issued until c1811, shows a similar land division as Milne's map (fig 5).

7.1.4 Greenwood's 1826 map of Hampshire

The Greenwoods map shows the site as open land (fig 6).

7.1.5 1840 Tithe Map

The tithe map shows the surrounding area divided into fields, with the site lying in North Stoneham parish, North Baddesley parish to the northwest (fig 7). The land use is given as a mixture of arable and pasture.

7.1.6 Ordnance Survey 1872

The 1872 edition map (fig 8) shows the site as open land, with a stream along the west edge.



Figure 4. Location of Chandler's Ford as shown on Milne's map of Hampshire, 1791. Approximate location of site shown by blue outline, current application area by a red outline.



Figure 5. The Chandler's Ford area as shown on the 1811 edition of the 1 inch Ordnance Survey map (Sheet 11). Approximate location of site shown by blue outline, current application area by a red outline.



Figure 6. The Chandler's Ford area as shown on the Greenwood's map of Hampshire, 1826. Approximate location of site shown by blue outline, current application area by a red outline.

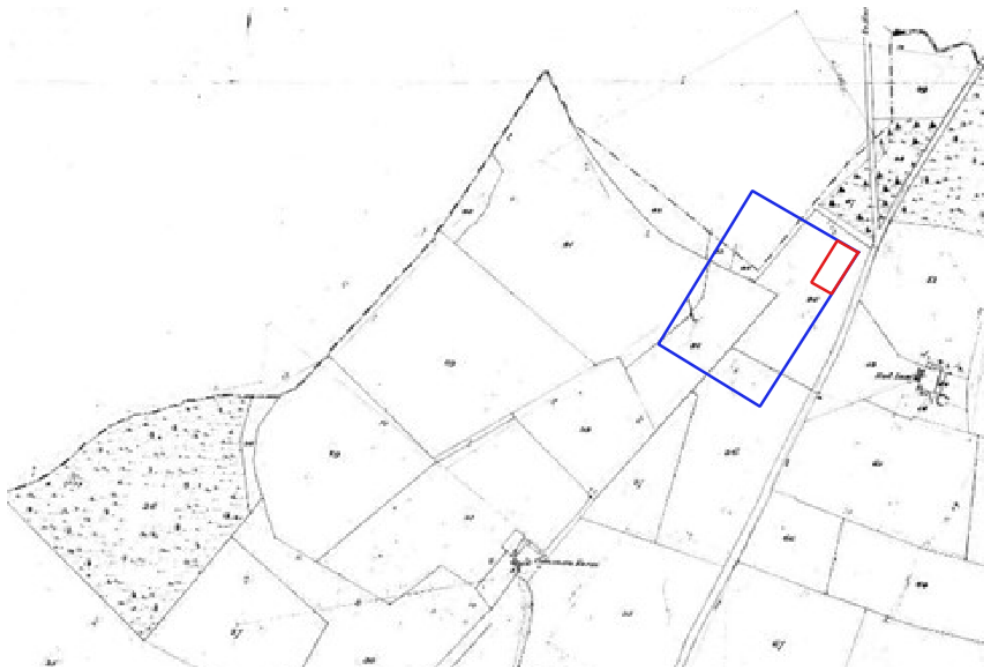


Figure 7. The 1840 tithe map of North Stoneham (National Archives), showing approximate position of the site shown by blue outline, current application area by a red outline.

7.1.7 Ordnance Survey 1896

The 1896 map (fig 9) shows that a large area to the south of the head quarter site has been removed by the brickworks. A railway line is to the west side of the site, with the kilns beyond

it. The clay within the Selwood part of the quarry has been removed, and the quarry turned over to allotments. A pair of semi-detached houses (nos 50-52 Bournemouth Road) have been constructed just north of the centre of the site, on the postulated line of the Roman road. A school building has been constructed on the southern part of the current application area between 1868 and 1896.

7.1.8 Ordnance Survey 1910

The 25-inch map published in 1910 (fig 10) is generally similar to that of 1896.

7.1.9 Ordnance Survey 1933

The 25-inch map published in 1933 (fig 11) is generally similar to that of 1896, with the addition of a track that runs roughly north-south through the site.

7.1.10 Ordnance Survey 1946

The 25-inch map revised in 1939, and published in 1946 (fig 12) is generally similar to that of 1896. The line of the Roman road has been added. This would coincide with the presence of the archaeologist OGS Crawford at the Ordnance Survey in Southampton. Two small buildings have been erected towards the south-west corner of the site.

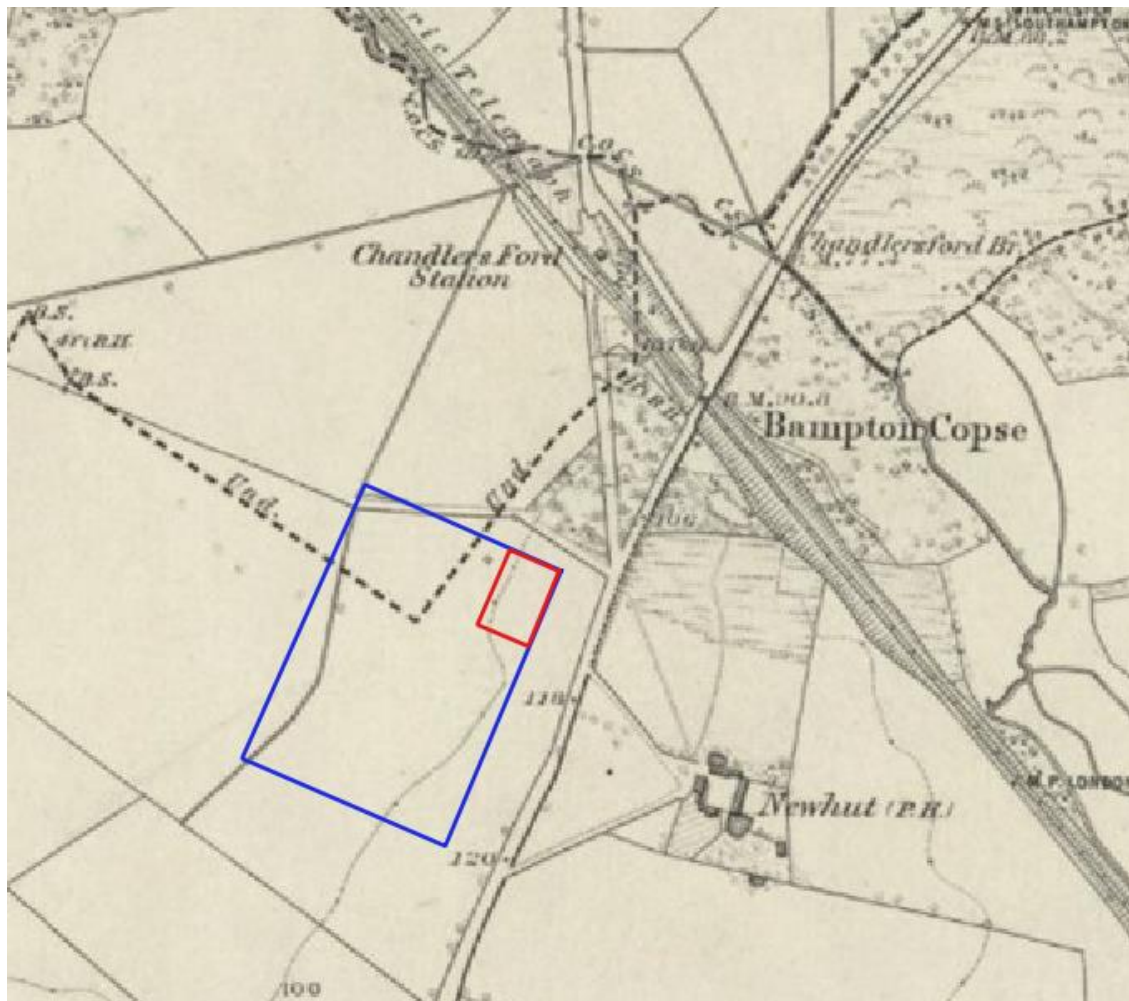


Figure 8. The 6 inch Hampshire & Isle of Wight Sheet LVII, surveyed 1867 to 1868 and published in 1872. The red outline shows the approximate position of the site, with the current application area in blue.

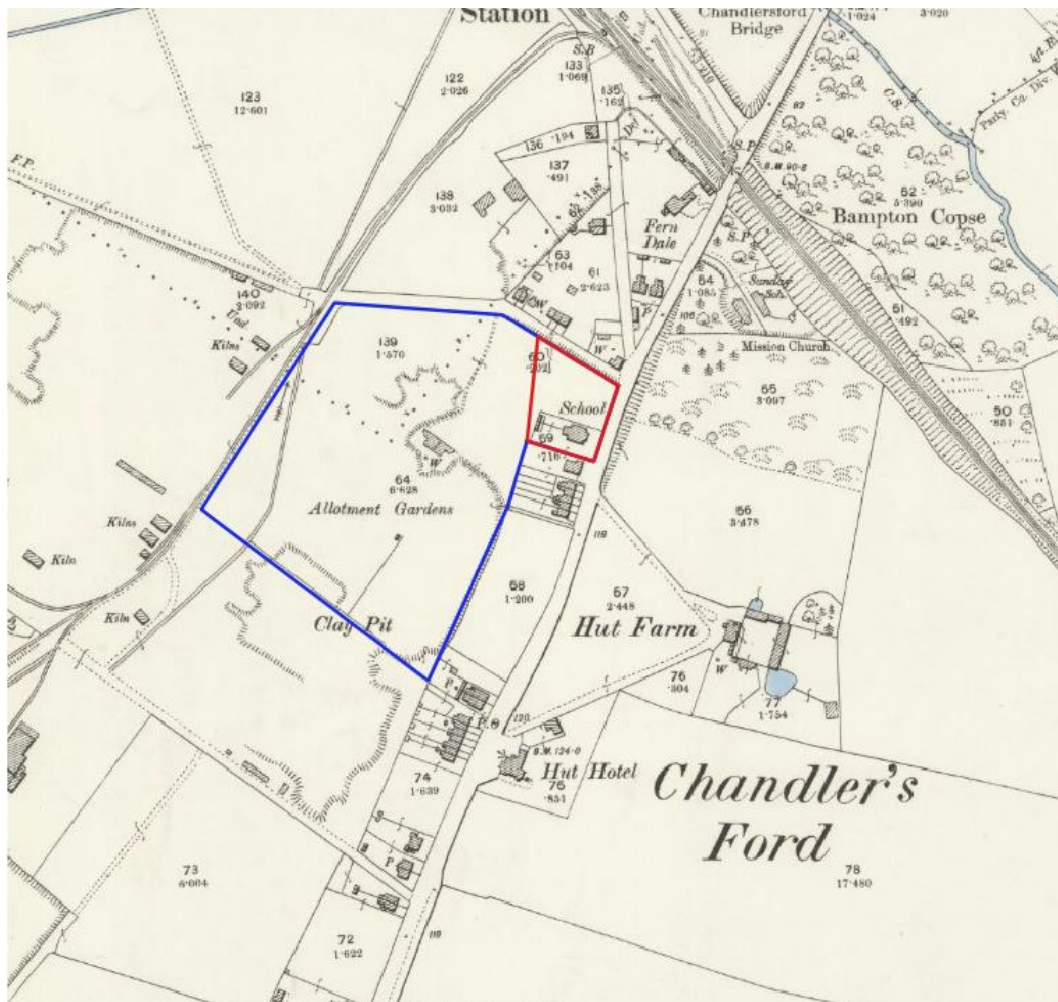


Figure 9. The area around the Selwood site, as shown on the 25 inch Hampshire and Isle of Wight sheet LVII.7 (Chilworth; Eastleigh; North Baddesley). Revised 1895, published 1896. Approximate location of site shown by blue outline, current application area by red outline.

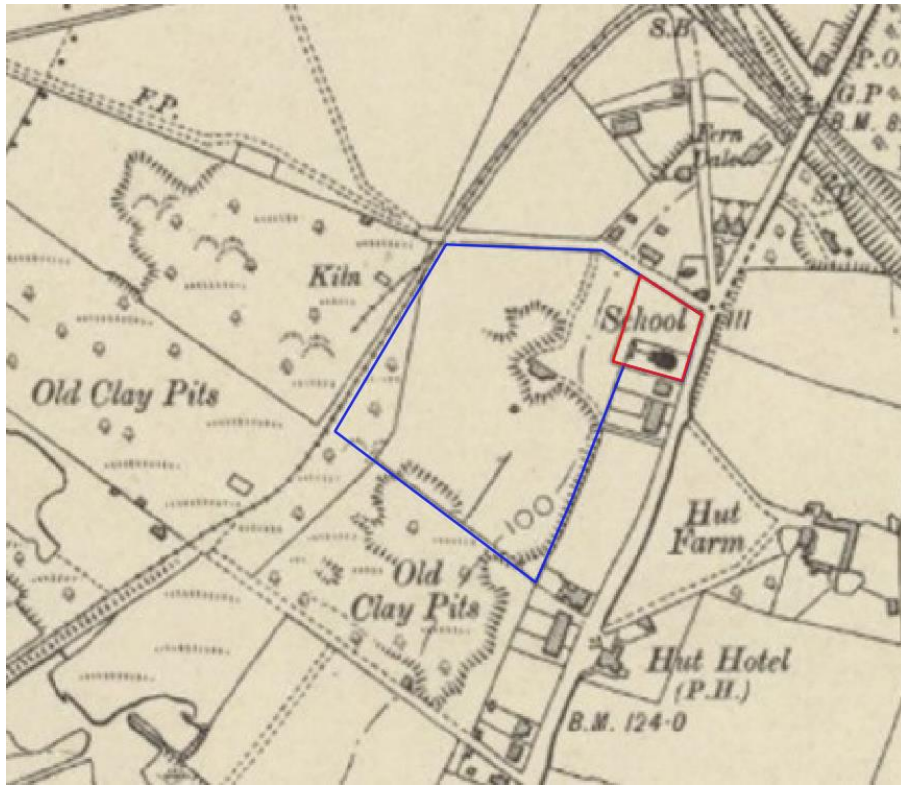


Figure 10. The area around the Selwood site, as shown on the 6 inch Hampshire & Isle of Wight LVII.NE (includes: Eastleigh; North Baddesley; Otterbourne.) Revised: 1908, published 1910. Approximate location of site shown by blue outline, current application area by red outline.

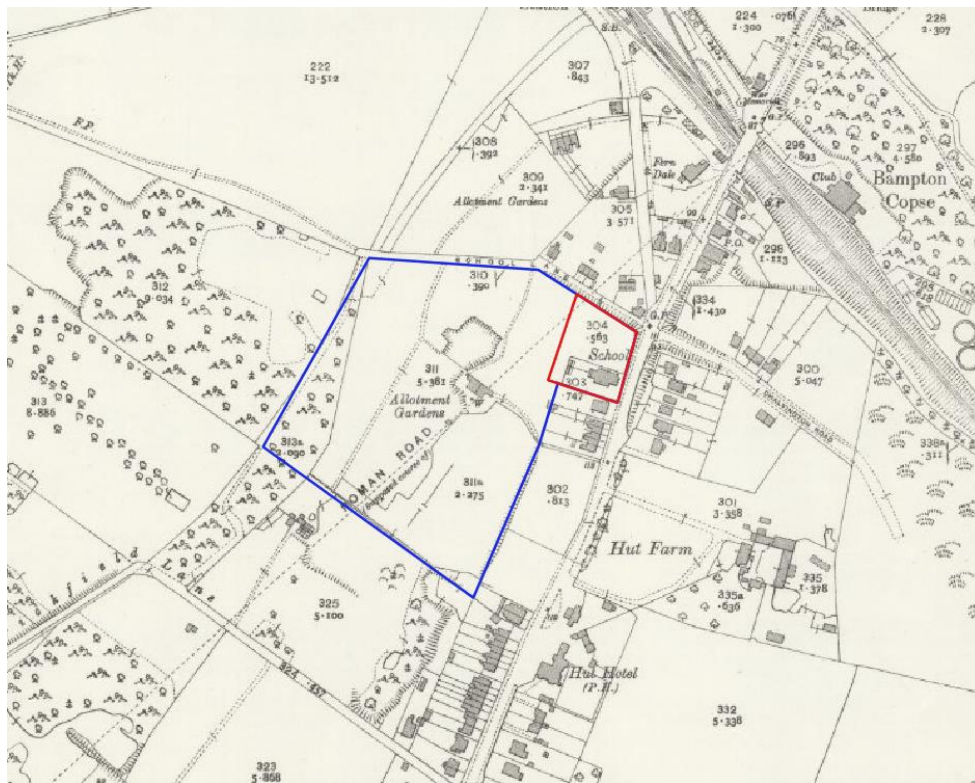


Figure 11. The area around the Selwood site, as shown on the 25 inch Hampshire and Isle of Wight sheet LVII.7. Revised 1931, published: 1933. Approximate location of site shown by blue outline, current application area by red outline.



Figure 12. The 25 inch Hampshire and Isle of Wight sheet LVII.7. Revised 1939, published: 1946. Approximate location of site shown by blue outline, current application area by red outline.

7.1.11 Ordnance Survey 1946 onwards

The 1:1250 post-war OS maps, not reproduced here, show the gradual development of the plot. The 1950 edition shows the NE corner of the site had been terraced to create a large platform, level with the road, on which two buildings labelled Machinery Plant Hire Establishment had been built. The works had expanded by 1959, with additional buildings on the upper terrace, and a second terrace created down slope of it on which three more buildings had been constructed. By 1966 a third and fourth terrace had been constructed each with a large square building on it, and the buildings on the second terrace had been replaced by larger structures on different footprints. By 1986 the site had reached the form it retains today.

8. ARCHAEOLOGICAL BACKGROUND

A search of the Hampshire County Council's Historic Environment Record was initially carried out on 8/6/2018, to ascertain the archaeological heritage assets within 1km of the site centre. The results were as follows and are shown on figure 13. It was checked for updates on 13/06/2025.

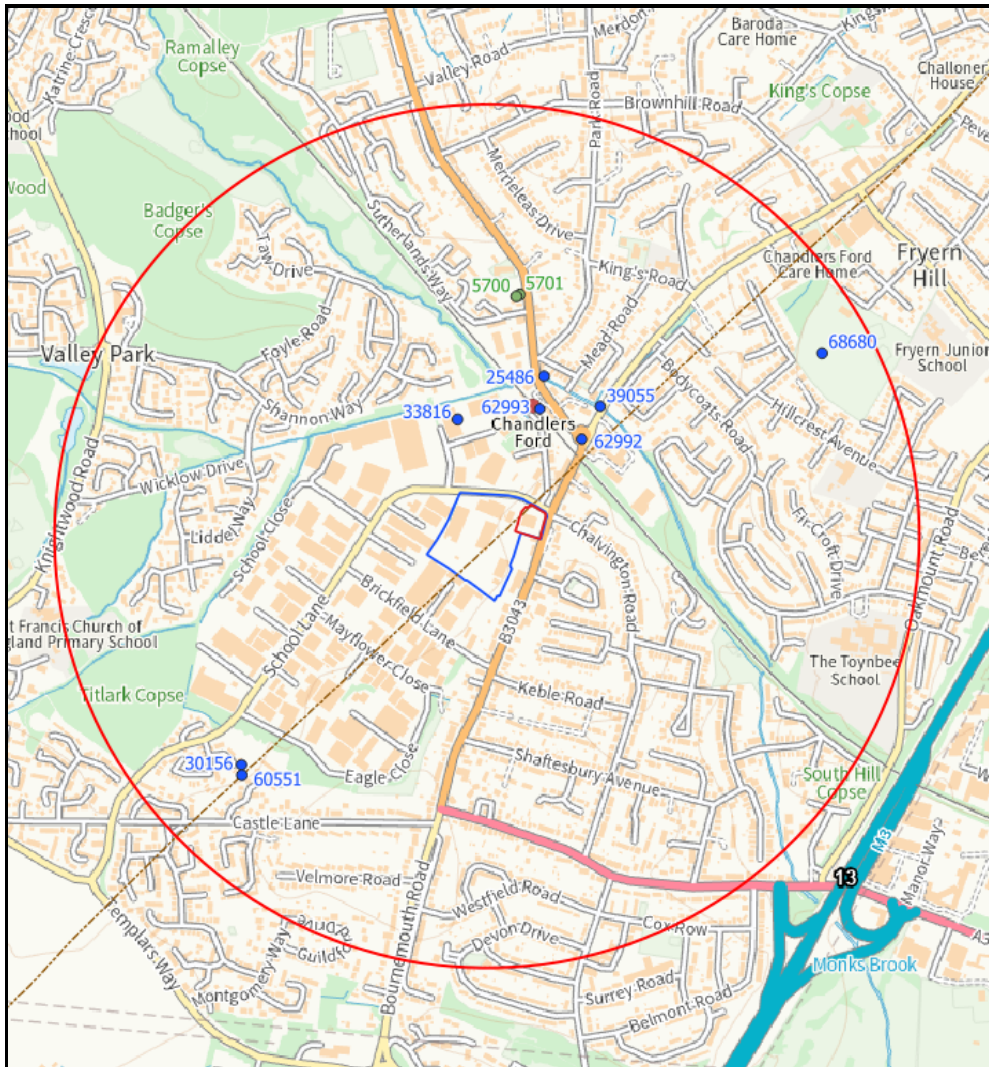


Figure 13. The area around the Selwood Site (marked in red) and the recent application area (marked in blue) showing recorded Heritage Assets. Archaeological findspots and their HER numbers are marked in blue, historic buildings in green. Line of the Roman road in brown.

© Crown Copyright. All rights reserved Southampton City Council. LA 1000 19679 2025.

8.1 Archaeology

Prehistoric

25486 Findspot Tranchet-Axe

Tranchet-axe of medium weight (10-20cm in length). Of Mesolithic date. Excavated by G.Arnly, kept by WCM. (1977)

Roman

30156 Findspot Roman coin

A coin, possibly Claudian copy, found during excavation of a part of the Roman road 422.

60551 Monument Roman Road 14

Road (43 AD-409 AD)

1) Roman Road 422: Otterbourne to Stoney Cross. Traceable by its agger or metalling (white stoney streak) from in fields west of Titlark Farm to Hazel Copse and Dymers Wood, but resumes the line up to Chilworth Court. (1955)

2) Several portions of the road visible in the 1950's have now been destroyed by ploughing. Best preserved between Chandler's Ford Station and Hut Wood.1969

- 3) Geophysical survey at SU4252197 revealed that large proportion of the route of the road on south of Castle Lane had been destroyed by ploughing. No ditches found. (1983)
- 4) Geophysical survey at SU405, 183 revealed road destroyed and no ditches. (1984)
- (6) The road is visible as a faint light on APs. HCC AP ref: run30w249

Medieval

39055 Named Place Chandlers Ford

First documented in AD 909 as SEARNAEGLES FORD (Sear=Withered Naegel=Nail).

Early Modern

33816 Chandlers Ford Brickworks

Chandlers Ford Brickworks now disused. This site was large and had its own sidings, and is now an industrial estate.

62992 Hursley Road Post Office

Built in 1900 this Building was first a post office, then offices for the gas company and then belonged to R. and K. Martin, Electricians. The building was demolished in 1984 for a road widening project.

62993 Station Building

A collection of station buildings at Chandler's Ford station. None of the buildings still stand. Railway station buildings possibly including station master's house and ticket office. Platforms survive but all original buildings have been demolished.

68680 Fryern Hill

Home Front Legacy entry for Fryern Hill. Soldiers rested during marches from Winchester to Southampton on the green at Fryern Hill. The sheer volume of men marching through the area caused school closures twice.

8.2 Listed Buildings

5700 Fortune Cottage (Part Of Fortune Court)

Listed Grade II. C17 origin but exterior mainly mid C19 Tudor. One storey with attic, wide range of 4 windows. Fairly symmetrical facade. Red tiled gabled roof with prominent chimneys, 4 gabled dormers with plain bargeboards. Brick walling with cambered openings; large central porch with 4 centred arch and 'lancet' side windows. Lattice casements.

5701 Ford Cottage (Part Of Fortune Court)

Listed Grade II. House (1600 AD-1865 AD) part of Monument ID 5700

8.3. The underlying geology and the distribution of archaeological sites and finds in the area suggests that the area was probably not used for agriculture or settlement in the prehistoric period. The Roman road passed through the area but there is little evidence of settlement or activities associated with it. Brickworks were established in the area by the mid-19th century and they are likely to have removed or disturbed much of the earlier human activity.

9. THE PRESENT CONDITION OF THE SITE

9.1 The site was developed in the 1950-70s, and now forms a collection of industrial buildings, mostly two-storey, surrounded by hard standings and yards, with an existing headquarters building located on the current application area. The highest part of the site

lies to the east, where there is a level strip adjacent to the road. The site then steps down in a series of terraces, probably created by cut and fill across the area of the infilled brick pits.



Figure 14. View taken from top terrace at east side of site, looking SW.



Figure 15. View from west side of site looking up the terraces towards Bournemouth Road. The line of the Roman road lies between the yellow pumps and the parked cars.



Figure 16. View from north side of site looking up the terraces towards the existing headquarters building, showing the retaining wall and terracing of the site (Google Maps Accessed 17/06/2025).

10. THE PROPOSALS AND THEIR IMPACT ON THE ARCHAEOLOGY

10.1 The proposed development within the application area will involve the demolition of the current, 1980s, headquarters building on the site and the construction of a new headquarters (Fig 17). This will include trenching across the access road to connect to the substation, which is likely to cross the line of the Roman road.

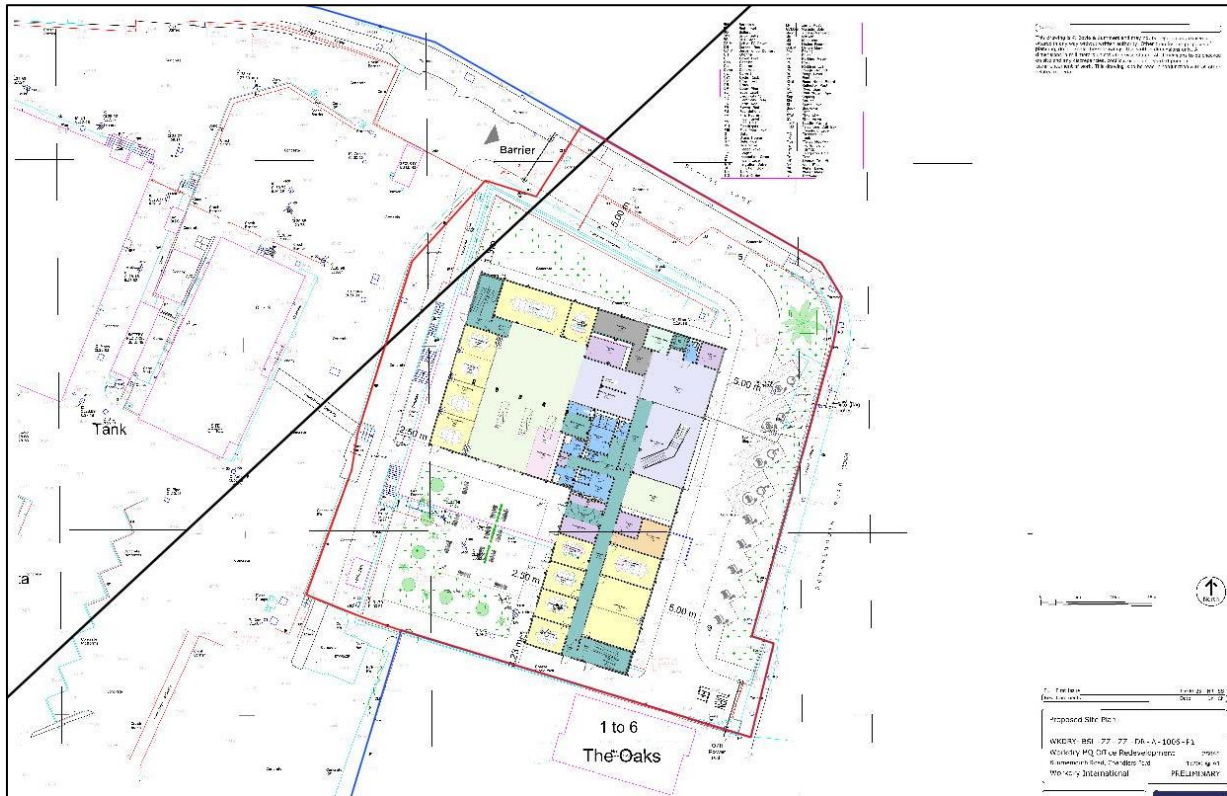


Figure 16. The proposed development area outline in blue (site in red) with existing building shown by a thin red line and proposed development outlines in black. The line of the Roman road in black thick line.

11. CONCLUSIONS

11.1 The Selwood site occupies an area that was subject to intense quarrying in the late 19th century. The areas that were not quarried were then terraced in the post-war years and had a series of industrial buildings constructed on them. The present buildings are mostly the second generation of those structures, built in the 1980s. The foundation method is likely to have been concrete stanchion bases, probably 2m square by a similar depth, which have caused further disturbance to any archaeology.

11.2 The most important aspect of the site is the Roman road. This still exists as a raised agger to the south, and is shown on maps of the area until it was quarried away in the late 19th century. It is unlikely that the gravel road surface survives on the site due to the later industrial usage, but it is possible that the road ditches are still present, however it seems unlikely that they would do so to a great extent within the current application area due to heavy terracing. However, there is a small possibility that some of them or associated finds and features may be found. A watching brief on select areas, including the electrical trenching would allow for these to be observed and recorded if present.

BIBLIOGRAPHY

Page, W (ed), 1911, *The Victoria History of the Counties of England: A History of Hampshire and the Isle of Wight*. Volume **iv**.333

Russel, A, 2018, *Archaeological Desk-based Assessment of the Selwood site, Bournemouth Road, Chandler's Ford, Hampshire*. Southampton Archaeology Unit, Report 1331