



# Swindon New Eastern Villages – White Hart Junction Swindon, Wiltshire

Archaeological Monitoring and Recording



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## Summary

Wessex Archaeology was commissioned by Geoffrey Osborne Ltd, to undertake archaeological monitoring and recording during the upgrade of the existing White Hart roundabout on the A419/A420. The monitored works were centred on NGR 418530 186361, at New Eastern Villages, White Hart Junction, Swindon, SN3 4HG.

Five separate areas were monitored during the works; Ermin Way (trenches 1 and 5), the location of the rail bridge crane pads (trenches 22 and 23) and Wanborough Road (trench 24). Within trench 5, 16no. trial holes dug by soil vacuum to locate services were also monitored. In all areas the excavations revealed the natural geology, at which point the monitoring archaeologist recorded archaeological feature and deposits, further depth required to complete the groundworks were then excavated.

Dating evidence retrieved from the site pertaining to Iron Age activity was collected from two ditches, concentrated in a small area of the rail bridge crane pads, the possible associated posthole did not contain any artefacts. Despite the site's proximity to Ermin Street Roman Road, no Romano-British features or artefacts were uncovered. A well and pump uncovered at Wanborough Road most likely served the White Hart pub and/or the houses located on the opposing side of Wanborough Road, as well as passing traffic using the road and the nearby canal. The pump appears to have been a 19th century in date, although the well-constructed of stone may have earlier had origins.

General urbanisation and the construction of the road and railway line have caused widespread truncation to varying degrees across the site.

## Acknowledgements

Wessex Archaeology would like to thank Geoffrey Osborne Ltd for commissioning the Archaeological Monitoring and Recording, in particular Mark Tilley. Wessex Archaeology is also grateful for the advice of Wiltshire Council Archaeology Service, who monitored the project for Wiltshire Council.



# NEV - White Hart Junction

## Archaeological Monitoring and Recording

### 1 INTRODUCTION

#### 1.1 Project background

1.1.1 Wessex Archaeology was commissioned by Geoffrey Osborne Ltd, to undertake archaeological monitoring and recording (AMR) during the upgrade of the existing White Hart roundabout on the A419/A420. The monitored works were centred on NGR 418530 186361, at New Eastern Villages, White Hart Junction, Swindon, SN3 4HG (Fig. 1).

1.1.2 The AMR was carried out according to the strategy agreed with Wiltshire Council Archaeology Service (WCAS), who advised Swindon Borough Council on archaeological mitigation and asked for AMR during the groundworks.

1.1.3 This AMR brief is part of a programme of works associated with the Swindon New Eastern Villages scheme and was carried out under Permitted Development Rights. An Interim Statement was produced in March 2021 (Wessex Archaeology 2021) the finding of which are incorporated into this report.

1.1.4 The AMR was undertaken in accordance with a written scheme of investigation (WSI) which detailed the aims, methodologies and standards to be employed (Wessex Archaeology 2020). The County Archaeologist approved the WSI, on behalf of the Local Planning Authority (LPA), prior to fieldwork commencing. Fieldwork was conducted intermittently between 9 November 2020 and 12 April 2021.

1.1.5 The WSI identified the following work items:

1. Monitoring reduced dig along route of new westbound sliproad A4312/A419
2. Monitoring groundworks for the rail bridge crane pad / piling rig pad construction and temporary access;
3. Constant supervision of soil stripping (toothless bucket) across Ermin Street Allotments;
4. Monitoring of verge stripping and other groundworks in Ermin Street / Oxford Road area, and
5. Intermittent observation of widening and drainage works on eastern side of junction.

#### 1.2 Scope of the report

1.2.1 The purpose of this report is to provide the results of the AMR, to interpret the results within their local or regional context (or otherwise), and to assess their potential to address the aims outlined in the WSI, thereby making available information about the archaeological resource (a preservation by record).



### 1.3 Location, topography and geology

- 1.3.1 The site is located at the existing White Hart roundabout on the A419/A420, to the east of Swindon and north of Wanborough. It lies on the fringes of developments to the east and west, whilst a more rural landscape survives to the south and south-east. The site itself is relatively flat, likely a result of the construction of the current road scheme.
- 1.3.2 Existing ground levels are recorded as approximately 98 m above Ordnance Datum (aOD).
- 1.3.3 The underlying geology is mapped as Amptill Clay formation and Kimmeridge Clay formation derived from Mudstone. No superficial deposits are recorded (British Geological Survey online viewer).

## 2 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

### 2.1 Introduction

- 2.1.1 In order to assess the archaeological resource in and around White Hart Junction and its connections to the A419, A420 and A4312, Wessex Archaeology consulted the Wiltshire and Swindon Historic Environment Record (WSHER). A 500m radius search was conducted and a summary of the results is presented below, with relevant entry numbers from the WSHER and the National Heritage List for England (NHLE) included. Additional sources of information are referenced, as appropriate. The findspots and sites are shown in Figure 1.

### 2.2 Archaeological and historical context

- 2.2.1 Local prehistoric evidence is rare. Mesolithic flint knapping debris (SU18NE051) was found in excavations to the south of the Site, and Iron Age artefacts recovered from a tree throw (MWI75909) to its north. Archaeological evaluation undertaken by Headland Archaeology (2018; MWI75675) also identified a single Late Bronze Age/Early Iron Age curvilinear ditch.
- 2.2.2 Whilst few features relating to occupation of the area during the prehistoric period have been found, recent synthesis suggests that prehistoric activity was present within the area but may have been of such an ephemeral nature little archaeological signature remains. (Corney 2001).
- 2.2.3 The evaluation (Headland Archaeology 2018) also identified a series of features relating to activity within the Roman period. A geophysical survey (MWI74254-6; Archaeological Surveys Ltd 2015 and 2018) also identified a series of features to the south of the Site. These comprised ditches, pits and possible structures which remain undated, but are believed to further highlight Romano-British activity within the vicinity of the Site.
- 2.2.4 Ermin Street<sup>1</sup>, the Roman road connecting Gloucester with Silchester (Margary 1973) and along which modern day Ermin Street/Wanborough Road is aligned, crosses the south and west extents of the site on its approach to the small Roman town of *Durocornovium* (NHLE 10046484).
- 2.2.5 It is likely that outlying elements of the town or roadside cemeteries exist alongside the Roman road, and they may be present in and among the proposed works. Evidence may be fragmentary but could be of considerable significance, given that the full extent of *Durocornovium* is not known (Corney 2001)

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<sup>1</sup> Not to be confused with Ermine Street, which runs from London to Lincoln)





2.2.6 Medieval activity is also known in the area, represented by the large circular earthwork, Highworth Circle (SU18NE457). The earthwork, now destroyed by the A419, is believed to represent the enclosure of livestock during the period of open field cultivation and may also be related in part to those features identified in geophysical survey of the area.

2.2.7 The wider area was also utilised as part of the Wiltshire and Berkshire Canal, with Stratton Wharf (MWI76149), now an area of open space, located to the south of the Site.

### **3 AIMS AND OBJECTIVES**

#### **3.1 Aims**

3.1.1 The aims of the AMR, as stated in the WSI (Wessex Archaeology 2020) and as defined in the ClfA *Standard and guidance for an archaeological watching brief* (ClfA 2014a), were to:

- allow, within the resources available, the preservation by record of archaeological deposits, the presence and nature of which could not be established (or established with sufficient accuracy) in advance of the development or other works;
- provide an opportunity, if needed, for the watching archaeologist to signal to all interested parties, before the destruction of the material in question, that an archaeological find has been made for which the resources allocated to the AMR itself are not sufficient to support treatment to a satisfactory and proper standard; and
- guide, not replace, any requirement for contingent excavation or preservation of possible deposits.

#### **3.2 Objectives**

3.2.1 In order to achieve the above aims, the objectives of the AMR, also defined in the WSI (Wessex Archaeology 2020), were to:

- To determine the presence or absence of archaeological features, deposits, structures, artefacts or ecofacts within the areas of temporary and permanent works;
- To record and establish, within the constraints of the works, the extent, character, date, condition and quality of any surviving archaeological remains;
- To place any identified archaeological remains within a wider historical and archaeological context in order to assess their significance; and
- To make available information about the archaeological resource on the Site by preparing a report on the results of the monitoring and recording brief.

3.2.2 The site-specific objectives of the monitoring and recording are:

- Monitoring reduced dig along route of new westbound sliproad A4312/A419
- Monitoring groundworks for the rail bridge crane pad / piling rig pad construction and temporary access;
- Constant supervision of soil stripping (toothless bucket) across Ermin Street Allotments;
- Monitoring of verge stripping and other groundworks in Ermin Street / Oxford Road area, and
- Intermittent observation of widening and drainage works on eastern side of junction.



3.2.3 The following did not require observation:

- Trenches across roundabout carriageway, and
- Excavating the existing carriageway.

## **4 METHODS**

### **4.1 Introduction**

4.1.1 All works were undertaken in accordance with the detailed methodology set out within the WSI (Wessex Archaeology 2020) and in general compliance with the standards outlined in ClfA guidance (ClfA 2014a). The methods employed are summarised below.

### **4.2 Fieldwork methods**

#### *General*

4.2.1 Five separate areas were monitored during the works; Ermin Way (trenches 1 and 5), the location of the rail bridge crane pads (trenches 22 and 23) and Wanborough Road (trench 24). Within trench 5, 16no. trial holes dug by soil vacuum to locate services were also monitored. In all areas the excavations revealed the natural geology, at which point the monitoring archaeologist recorded archaeological feature and deposits, further depth required to complete the groundworks were then excavated.

4.2.2 The watching archaeologist monitored all mechanical excavations within the specified area. Where necessary, the surfaces of uncovered archaeological deposits were cleaned by hand to aid visual definition. A sample of archaeological features and deposits was hand-excavated, sufficient to address the aims of the AMR.

4.2.3 Spoil from machine stripping and hand-excavated archaeological deposits was visually scanned for the purposes of finds retrieval. Artefacts were collected and bagged by context. All artefacts from excavated contexts were retained, although those from features of modern date (19th century or later) were recorded on site and not retained.

#### *Recording*

4.2.4 All exposed archaeological deposits and features were recorded using Wessex Archaeology's pro forma recording system. A complete record of excavated features and deposits was made, including plans and sections drawn to appropriate scales (generally 1:20 or 1:50 for plans and 1:10 for sections) and tied to the Ordnance Survey (OS) National Grid.

4.2.5 A Leica GNSS connected to Leica's SmartNet service surveyed the location of archaeological features. All survey data is recorded in OS National Grid coordinates and heights above OD (Newlyn), as defined by OSTN15 and OSGM15, with a three-dimensional accuracy of at least 50 mm.

4.2.6 A full photographic record was made using digital cameras equipped with an image sensor of not less than 10 megapixels. Digital images have been subject to managed quality control and curation processes, which has embedded appropriate metadata within the image and will ensure long term accessibility of the image set.

### **4.3 Finds and environmental strategies**

4.3.1 Strategies for the recovery, processing and assessment of finds and environmental samples were in line with those detailed in the WSI (Wessex Archaeology 2020). The treatment of

artefacts and environmental remains was in general accordance with: *Guidance for the collection, documentation, conservation and research of archaeological materials* (ClfA 2014b), *Environmental Archaeology: A Guide to the Theory and Practice of Methods, from Sampling and Recovery to Post-excavation* (English Heritage 2011) and ClfA's *Toolkit for Specialist Reporting* (Type 1: Description).

#### 4.4 Monitoring

- 4.4.1 The County Archaeologist monitored the AMR on behalf of the LPA. Any variations to the WSI, if required to better address the project aims, were agreed in advance with the client and the County Archaeologist.

### 5 STRATIGRAPHIC EVIDENCE

#### 5.1 Introduction

- 5.1.1 The uncovered features comprising ditches a posthole and a well largely represent prehistoric and post-medieval/modern activity, with some features remaining undated. Modern truncation and disturbance were evident in various locations across the site, likely relating to previous works to the road and railway line. The following section presents the results of the AMR with archaeological features and deposits discussed by Trench

#### 5.2 Archaeological results

##### *Ermin Street (Trenches 1 and 5 and trial holes)*

- 5.2.1 Works here recovered no archaeological evidence of any date. The stripped areas were wholly blank. Examination of upcast and soil sections revealed no residual material apart from modern refuse associated with the former allotments and the bedding of the road.
- 5.2.2 Excavations in trench 1 (66 m long, 10-15 m wide and 0.70-1.20 m deep; Figs 1-3) were dug through the turf to reveal mid grey-brown silty clay topsoil (0.30 m thick), which overlaid subsoil of mid yellow-brown silty clay (0.20 m thick). The natural geology of yellow-brown clay which gradually transitioned to blue-grey clay was revealed at a depth of 0.70 m.
- 5.2.3 Ground works in trench 5 (60 m long, 5-20 m wide; Figs 1, 4-6) consisted of the stripping of the overburn to a depth of 0.70 m and the excavation of 16 trial holes using a soil vacuum with depth ranging between 0.54-1.35 m below ground level (bgl). The area was topped with turf and imported topsoil or tarmac which overlaid a made ground, the natural geology of mid grey-brown Clay was exposed at a depth of 0.70 m bgl.

##### *Rail bridge crane pads (Trenches 22 and 23)*

- 5.2.4 Excavations for the rail bridge crane pads took place in two locations along the A419 referred to as trenches 22 and 23 (Fig. 7).
- 5.2.5 Ground works in Trench 22 (60m long, 20-30 m wide and up to 4 m deep; Fig. 8) and 23 (110 m long, 10 m wide) exposed the soil sequence to consist of the dark grey-brown silty clay topsoil measuring 0.15 m thick, which overlaid a subsoil of grey-brown silty clay 0.05 m thick. The natural mid yellow-brown Clay was exposed 0.20 m bgl, blue-grey Clay was revealed at 2.50 m bgl. Three ditches and a posthole were identified within the various excavations of Trench 22 and 23.
- 5.2.6 Ditch 2204, orientated north-east to south-west, had irregular sides and concave base (Fig. 9). It measured 0.92 m wide and 0.19m deep, a 5 m length was exposed within the trench.

It contained two fills of light to mid grey-brown silty clay, pottery located within the upper fill is indicative of a prehistoric date for the ditch.

- 5.2.7 Ditch 2210, located to the north-west of 2204, was orientated north-west to south-east with a concave profile (Fig. 10). Machine truncation was noted within the area, and it is believed 2210 represents a continuation of 2204, with the approximate 90° bend having been lost during this truncation. It measured 0.53 m wide and 0.12 m deep and contained a single fill of mid grey-brown silty clay which contained a fragment of late Iron Age pottery.
- 5.2.8 Posthole 2207, located immediately adjacent to ditch 2204 (Fig. 9), contained a single fill of mid grey-brown silty clay which contained angular sandstone inclusions. These inclusions are believed not to be natural occurrences and as such are suggested to indicate post-packing material, though no post-pipe was evident. The posthole was sub-oval in shape and measured 0.38 m in diameter and 0.08 m deep. No archaeological finds were recovered from the feature though, due to their proximity, it is likely to be related to ditch 2204.
- 5.2.9 Further east, ditch 2306 also appeared truncated. The ditch, measuring 0.78 m wide and 0.18 m deep with an exposed length of 15 m, was orientated east-north-east to west-south-west, approximately parallel to the railway cutting (Fig. 11). CBM fragments from the secondary fill along with the soft compaction of the deposit, may indicate a medieval – modern date, although CBM occurred from the Roman period to present. Initial conclusions tentatively suggest that this feature represents a field boundary ditch or hedge ditch that separated surrounding land from the railway after the cutting was constructed.

#### *Wanborough Road (Trenches 24)*

- 5.2.10 Well and water pump structures (2402 and 2405; Figs 12 and 13) were uncovered during the ground works after the removal of grey hard core made ground. The well (2402) was constructed of roughly hewn stone within a circular cut and measured at least 9 m deep. The well was cut by a later rectangular water pump (2405). The pump structure measured approximately 1 m by 0.90 m at the surface and was constructed of red brick, suggesting a post-medieval/modern date. It seems likely that the later brick pump structure represents the modernisation of the earlier well. A pump structure appears on the 1886 OS map (Figs 14 and 15) which possibly refers to feature 2405, which most likely served the White Hart pub, houses in the vicinity and traffic using the thoroughfare.
- 5.2.11 A number of later metal pipes ran horizontally through the well/pump structure on east-west alignment. Due to health and safety concerns no drawings were made of these features, all observations and recordings were made from a safe distance away from the edge of the feature.

## 6 FINDS EVIDENCE

### 6.1 Introduction

- 6.1.1 A very small quantity of finds was recovered from three features. Diagnostic material is of Middle to Late Iron Age date. All finds have been quantified by material type within each context; the results are presented in Table 1.

**Table 1** Quantification of finds

Context	Pottery		Ceramic Building Material (CBM)	
	No.	Wg (g)	No.	Wg (g)
2206	6	52		



2211	1	3		
2307			3	46
<b>Total</b>	<b>7</b>	<b>55</b>	3	46

## 6.2 Pottery

- 6.2.1 Six sherds of pottery of Middle to Late Iron Age date were recovered from ditch 2204 (upper fill 2206). They include a small sherd from an upright flat-topped rim, which comprised less than 5% of the rim's diameter. The sherds had been burnished and are in moderate condition, with some surface damage. A body sherd in a grog-tempered fabric from ditch 2210 is of probable Late Iron Age date.

## 6.3 Ceramic building material

- 6.3.1 Three featureless fragments of ceramic building material (CBM) were recovered from ditch 2306. They are undiagnostic and could date from the Romano-British period or later.

## 7 ENVIRONMENTAL EVIDENCE

- 7.1.1 No archaeological deposits suitable for environmental sampling were encountered during the works.

### 7.2 Summary

- 7.2.1 The archaeological monitoring and recording was successful in determining that largely the areas monitored contained no archaeological remains, although three archaeological features were exposed during excavations of the rail bridge crane pads in the north-east of the works. These features largely dated to the prehistoric, although some remain undated. The well feature observed at Wanborough Road appears to have been a 19th century pump, although it may have earlier origins.

- 7.2.2 Disturbance from previous works to the roads was evident across all areas monitored which may have caused some loss to the archaeological record, as observed in the excavations for the rail bridge crane pads.

### 7.3 Discussion

- 7.3.1 Dating evidence retrieved from the site pertaining to Iron Age activity was collected from two ditches, concentrated in a small area of the rail bridge crane pads, the possible associated posthole did not contain any artefacts. With so few features and probable truncation of the archaeological remains it was not possible to gain a clear understanding of the function of the ditches and posthole. There is little activity of a contemporary date in the immediate area so it cannot be associated with any known settlements, although these types of features are generally typical for the period and are commonplace across the wider landscape. The possible Roman-British settlement to the south of the site may have had origins in the Iron Age and therefore could be associated, although no firm dating has been gathered from the settlement.

- 7.3.2 Despite the site's proximity to Ermin Street Roman Road, no Romano-British features or artefacts were uncovered. A single ditch did contain ceramic building material which may date to the Romano-British, but due to the amorphous nature of the material it could date from anywhere between the Romano-British to the modern period.



7.3.3 The well and pump uncovered at Wanborough Road most likely served the White Hart pub and/or the houses located on the opposing side of Wanborough Road, as well as passing traffic using the road and the nearby canal. The red brick pump shaft is likely late post-medieval or 19th century in date, and possibly represents the modernisation of the well with the addition of a pump. The 1886 OS map suggests the pump was located on the east side of Wanborough road, adjacent to the west wall of the White Heart Pub.

7.3.4 General urbanisation and the construction of the road and railway line have caused widespread truncation to varying degrees across the site. It is possible that more archaeological remains were present prior to the development of the area, particularly in the location of the rail bridge crane pads as the ditches observed appeared to have been truncated.

## 8 ARCHIVE STORAGE AND CURATION

### 8.1 Museum

8.1.1 The archive resulting from the AMR is currently held at the offices of Wessex Archaeology in Salisbury. Swindon Museum and Art Gallery has agreed in principle to accept the archive on completion of the project, under the accession number **SWIMG:2019.167**. Deposition of any finds with the museum will only be carried out with the full written agreement of the landowner to transfer title of all finds to the museum.

### 8.2 Preparation of the archive

#### *Physical archive*

8.2.1 The physical archive, which includes paper records, graphics, will be prepared following the standard conditions for the acceptance of excavated archaeological material by Swindon Museum and Art Gallery, and in general following nationally recommended guidelines (SMA 1995; ClfA 2014c; Brown 2011).

8.2.2 All archive elements will be marked with the **accession number**, and a full index will be prepared. The physical archive currently comprises the following:

- 01 files/document cases of paper records

#### *Digital archive*

8.2.3 The digital archive generated by the project, which comprises born-digital data (e.g. site records, survey data, databases and spreadsheets, photographs and reports), will be deposited with a Trusted Digital Repository, in this instance the Archaeology Data Service (ADS), to ensure its long-term curation. Digital data will be prepared following ADS guidelines (ADS 2013 and online guidance) and accompanied by metadata.

### 8.3 Selection strategy

8.3.1 It is widely accepted that not all the records and materials (artefacts and ecofacts) collected or created during the course of an archaeological project require preservation in perpetuity. These records and materials will be subject to selection in order to establish what will be retained for long-term curation, with the aim of ensuring that all elements selected to be retained are appropriate to establish the significance of the project and support future research, outreach, engagement, display and learning activities, i.e. the retained archive should fulfil the requirements of both future researchers and the receiving Museum.



8.3.2 The selection strategy, which details the project-specific selection process, is underpinned by national guidelines on selection and retention (Brown 2011, section 4) and generic selection policies (SMA 1993; Wessex Archaeology's internal selection policy) and follows ClfA's 'Toolkit for Selecting Archaeological Archives'. It should be agreed by all stakeholders (Wessex Archaeology's internal specialists, external specialists, local authority, museum) and fully documented in the project archive.

8.3.3 In this instance, given the relatively low level of finds recovery, the selection process has been deferred until after the fieldwork stage was completed. Project-specific proposals for selection are presented below. These proposals are based on recommendations by Wessex Archaeology's internal specialists and will be updated in line with any further comment by other stakeholders (museum, local authority). The selection strategy will be fully documented in the project archive.

8.3.4 Any material not selected for retention may be used for teaching or reference collections by Wessex Archaeology.

#### *Finds*

8.3.5 The small size and undiagnostic nature of the assemblage suggests that no further work is necessary; retention of the assemblage is not recommended.

#### *Documentary records*

8.3.6 Paper records comprise site registers (other pro-forma site records are digital), drawings and reports (Written Scheme of Investigation, client report). All will be retained and deposited with the project archive.

#### *Digital data*

8.3.7 The digital data comprise site records (tablet-recorded on site) in spreadsheet format; finds records in spreadsheet format; survey data; photographs; reports. All will be deposited, although site photographs will be subject to selection to eliminate poor quality and duplicated images, and any others not considered directly relevant to the archaeology of the site.

### **8.4 Security copy**

8.4.1 In line with current best practice (e.g., Brown 2011), on completion of the project a security copy of the written records will be prepared, in the form of a digital PDF/A file. PDF/A is an ISO-standardised version of the Portable Document Format (PDF) designed for the digital preservation of electronic documents through omission of features ill-suited to long-term archiving.

### **8.5 OASIS**

8.5.1 An OASIS (online access to the index of archaeological investigations) record (<http://oasis.ac.uk>) has been initiated, with key fields completed (Appendix 2). A.pdf version of the final report will be submitted following approval by the County Archaeologist on behalf of the LPA. Subject to any contractual requirements on confidentiality, copies of the OASIS record will be integrated into the relevant local and national records and published through the Archaeology Data Service (ADS) ArchSearch catalogue.



## **9 COPYRIGHT**

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## APPENDICES

### Appendix 1 Trench Table

Trench No 1		Length 90 m	Width 10 m	Depth 1.20 m
Easting 418329.45		Northing 186414.94		m OD 103.84
Context Number	Fill Of/Filled With	Interpretative Category	Description	Depth BGL
101		Topsoil	Mid-darkish grey brown silty clay loam.	0.00–0.30
102		Subsoil	Light-mid yellowish grey brown silty clay.	0.30–0.50
103		Natural	Upper Natural. Light-mid yellowish clay.	0.50–0.70
104		Natural	Lower Natural. Mid yellowish blue grey clay.	0.70–1.20

Trench No 2		Length Unknown	Width 12.50 m	Depth 1.20 m
Easting ?		Northing ?		m OD ?
Context Number	Fill Of/Filled With	Interpretative Category	Description	Depth BGL
201		Made ground	Scalpings, type 2. Light reddish brown, pinkish in colour.	0 – 0.10 m
202		Made ground	Mid yellowish brown clay with rare inclusions of limestone, sub-angular and sub-rounded <= 15mm in size, and occasional modern fragments of modern CBM and occasional broken concrete boulders, a few large ones approximately 500mm in size. Frequent rooting throughout from trees, with a well-defined horizon onto the below clayey sand layer	0.10 – 0.90 m
203		Deliberate backfill	A very light yellowish brown clayey sand, a fairly clean matrix with rare small fragments of modern CBM. Most likely backfill of the HV cable trench, possibly to some extent is comprised of redeposited natural (?).	0.90 – 1.20 m +

Trench No 3 (trial hole)		Length 1.20 m	Width 1.10 m	Depth 0.75 m
Easting 418260.16		Northing 186489.82		m OD 104.76
Context Number	Fill Of/Filled With	Interpretative Category	Description	Depth BGL
301		Topsoil	Turf / topsoil. Modern reinstated topsoil, mid greyish brown, silty clay loam. Same as 502.	0 – 0.15 m
302		Made ground	Mixed gravel and clay, mid greyish brown in colour. Same as 504.	0.15 – 0.42 m
303		Natural	Mid greyish brown clay. Same as 505.	0.42 m– 0.75 +

Trench No 4 (trial hole)		Length 0.80 m	Width 0.70 m	Depth 0.55 m
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Easting 418265.67		Northing 186486.96		m OD 104.70	
Context Number	Fill Of/Filled With	Interpretative Category	Description	Depth BGL	
401		Topsoil	Turf / topsoil. Modern reinstated topsoil, mid greyish brown, silty clay loam. Same as 502.	0 – 0.15 m	
402		Made ground	Mid greyish brown clay. Same as 504.	0.15 – 0.55 m +	

Trench No 5		Length Unknown		Width Unknown		Depth 0.70 m	
Easting 418277.62			Northing 186481.49			m OD 104.30	
Context Number	Fill Of/Filled With	Interpretative Category	Description	Depth BGL			
501		Surface	Tarmac. Modern road surface the bulk of the area monitored. Depth varies from 0.15 m in thickness to 0.25 m in thickness. Ins' double layering of tarmac in places observed along main road to the bridge.	0 – 0.25 m			
502		Topsoil	Turf / topsoil. Verges adjacent road. Modern reinstated topsoil, mid greyish brown, silty clay loam, with a level well defined horizon onto the underlying made ground 504. frequent rooting from trees, and previously removed shrubs prior to stripping. Depth varies from 0.20 m in thickness to 0.24 m .	0 – 0.24 m			
503		Made ground	Mid yellowish brown sandy gravel, modern base material for above road surface 501. Well defined horizons with above tarmac and the underlying clay natural. The depth varies. In trial pit 19 the base was at 0.70 m bgl, With a thickness of 0.45 m.	0.25 – 0.70 m			
504		Made ground	Mixed gravel and clay, mid greyish brown in colour, below topsoil 502, with occasional Inc's of tarmac, CBM, old buried curbstones (not in-situ) and rare modern glass, and fragments of modern glazed pottery. Not kept. frequent rooting from previously removed trees and shrubs. Depth varies from 0.42 m to 0.70 m bgl.	0.24 – 0.70 m			
505		Natural	Mid greyish brown clay with sparse blackened rooting.	0.70 m +			

Trench No 6 (trial hole)		Length 1.55 m		Width 1.50 m		Depth 1.25 m	
Easting 418270.72			Northing 186472.73			m OD 104.77	
Context Number	Fill Of/Filled With	Interpretative Category	Description	Depth BGL			



601		Topsoil	Turf / topsoil. Modern reinstated topsoil, mid greyish brown, silty clay loam. Same as 502.	0 – 0.20 m
602		Made ground	Mixed gravel and clay, mid greyish brown in colour. Same as 504, but with previous disturbed layers of earlier disused modern road surfaces down to 0.70 m.	0.20 – 0.70 m
603		Natural	Mid greyish brown clay. Same as 505.	0.70 – 1.25 m +

<b>Trench No 7 (trial hole)</b>		<b>Length 1.80 m</b>	<b>Width 0.70 m</b>	<b>Depth 1.30 m</b>
<b>Easting 418273.16</b>		<b>Northing 186470.55</b>		<b>m OD 104.88</b>
<b>Context Number</b>	<b>Fill Of/Filled With</b>	<b>Interpretative Category</b>	<b>Description</b>	<b>Depth BGL</b>
701		Topsoil	Turf / topsoil. Modern reinstated topsoil, mid greyish brown, silty clay loam. Same as 502.	0 – 0.20 m
702		Made ground	Mixed gravel and clay, mid greyish brown in colour. Same as 504.	0.20 – 0.70 m
783		Natural	Mid greyish brown clay. Same as 505.	0.70 – 1.30 m +

<b>Trench No 8 (trial hole)</b>		<b>Length 0.90 m</b>	<b>Width 0.65 m</b>	<b>Depth 0.60 m</b>
<b>Easting 418273.37</b>		<b>Northing 186471.74</b>		<b>m OD 104.80</b>
<b>Context Number</b>	<b>Fill Of/Filled With</b>	<b>Interpretative Category</b>	<b>Description</b>	<b>Depth BGL</b>
801		Topsoil	Turf / topsoil. Modern reinstated topsoil, mid greyish brown, silty clay loam. Same as 502.	0 – 0.20 m
802		Made ground	Mixed gravel and clay, mid greyish brown in colour. Same as 504.	0.20 – 0.60 m +

<b>Trench No 9 (trial hole)</b>		<b>Length 1.04 m</b>	<b>Width 0.80 m</b>	<b>Depth 1 m</b>
<b>Easting 418275.80</b>		<b>Northing 186466.67</b>		<b>m OD 104.72</b>
<b>Context Number</b>	<b>Fill Of/Filled With</b>	<b>Interpretative Category</b>	<b>Description</b>	<b>Depth BGL</b>
901		Topsoil	Turf / topsoil. Modern reinstated topsoil, mid greyish brown, silty clay loam. Same as 502.	0 – 0.15 m
902		Made ground	Mixed gravel and clay, mid greyish brown in colour. Same as 504, but deeper, mostly service trench backfill.	0.15 – 1 m +

<b>Trench No 10 (trial hole)</b>		<b>Length 1.12 m</b>	<b>Width 0.90 m</b>	<b>Depth 1.35 m</b>
<b>Easting 418279.23</b>		<b>Northing 186463.67</b>		<b>m OD 104.63</b>
<b>Context Number</b>	<b>Fill Of/Filled With</b>	<b>Interpretative Category</b>	<b>Description</b>	<b>Depth BGL</b>
1001		Topsoil	Turf / topsoil. Modern reinstated topsoil, mid greyish brown, silty clay loam. Same as 502.	0 – 0.22 m



1002		Made ground	Mid yellowish brown sandy gravel, modern base material for above road surface 501, same as 503.	0.22 – 0.60 m
1003		Natural	Mid greyish brown clay. Same as 505.	0.60 – 1.35 m +

<b>Trench No 11 (trial hole)</b>		<b>Length 1 m</b>	<b>Width 0.65 m</b>	<b>Depth 0.54 m</b>
<b>Easting 418276.75</b>		<b>Northing 18649.79</b>		<b>m OD 105.03</b>
<b>Context Number</b>	<b>Fill Of/Filled With</b>	<b>Interpretative Category</b>	<b>Description</b>	<b>Depth BGL</b>
1101		Topsoil	Turf / topsoil. Modern reinstated topsoil, mid greyish brown, silty clay loam. Same as 502.	0 – 15 m
1102		Made ground	Mid yellowish brown sandy gravel, modern base material for above road surface 501, same as 503.	0.15 – 0.54 m +

<b>Trench No 12 (trial hole)</b>		<b>Length 2.30 m</b>	<b>Width 0.60 m</b>	<b>Depth 0.85 m</b>
<b>Easting 418254.42</b>		<b>Northing 186481.44</b>		<b>m OD 105.09</b>
<b>Context Number</b>	<b>Fill Of/Filled With</b>	<b>Interpretative Category</b>	<b>Description</b>	<b>Depth BGL</b>
1201		Topsoil	Turf / topsoil. Modern reinstated topsoil, mid greyish brown, silty clay loam. Same as 502.	0 – 0.12 m
1202		Made ground	Mixed gravel and clay, mid greyish brown in colour. Same as 504.	0.12 – 0.70 m
1203		Natural	Mid greyish brown clay. Same as 505.	0.70 – 0.85 m +

<b>Trench No 13 (trial hole)</b>		<b>Length 1.85 m</b>	<b>Width 1.15 m</b>	<b>Depth 0.60 m</b>
<b>Easting 418253.78</b>		<b>Northing 186492.43</b>		<b>m OD 104.84</b>
<b>Context Number</b>	<b>Fill Of/Filled With</b>	<b>Interpretative Category</b>	<b>Description</b>	<b>Depth BGL</b>
1301		Topsoil	Turf / topsoil. Modern reinstated topsoil, mid greyish brown, silty clay loam. Same as 502.	0 – 0.20 m
1302		Made ground	Mixed gravel and clay, mid greyish brown in colour. Same as 504. service trench with gravel clearly visible in base.	0.20 – 0.60 m +

<b>Trench No 14 (trial hole)</b>		<b>Length 1.95 m</b>	<b>Width 0.80 m</b>	<b>Depth 0.65 m</b>
<b>Easting 418261.04</b>		<b>Northing 186477.68</b>		<b>m OD 104.94</b>
<b>Context Number</b>	<b>Fill Of/Filled With</b>	<b>Interpretative Category</b>	<b>Description</b>	<b>Depth BGL</b>
1401		Topsoil	Turf / topsoil. Modern reinstated topsoil, mid greyish brown, silty clay loam. Same as 502.	0 – 0.20 m



1402		Made ground	Mixed gravel and clay, mid greyish brown in colour. Same as 504. Very disturbed with a buried sleeper and disturbed buried earlier modern road surface.	0.20 – 0.65 m +
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<b>Trench No 15 (trial hole)</b>		<b>Length 1.10 m</b>	<b>Width 0.50 m</b>	<b>Depth 0.54 m</b>
<b>Easting 418273.79</b>		<b>Northing 186484.85</b>		<b>m OD 104.39</b>
<b>Context Number</b>	<b>Fill Of/Filled With</b>	<b>Interpretative Category</b>	<b>Description</b>	<b>Depth BGL</b>
1501		Topsoil	Turf / topsoil. Modern reinstated topsoil, mid greyish brown, silty clay loam. Same as 502.	0 – 0.15 m
1502		Made ground	Mixed gravel and clay, mid greyish brown in colour. Same as 504, primarily redeposited within 2 electric service trenches.	0.15 – 0.54 m +

<b>Trench No 16 (trial hole)</b>		<b>Length 0.90 m</b>	<b>Width 0.70 m</b>	<b>Depth 0.42 m</b>
<b>Easting 418278.20</b>		<b>Northing 186484.88</b>		<b>m OD 104.43</b>
<b>Context Number</b>	<b>Fill Of/Filled With</b>	<b>Interpretative Category</b>	<b>Description</b>	<b>Depth BGL</b>
1601		Topsoil	Turf / topsoil. Modern reinstated topsoil, mid greyish brown, silty clay loam. Same as 502.	0 – 0.20 m
1602		Made ground	Mixed gravel and clay, mid greyish brown in colour. Same as 504, primarily redeposited within an electric service trenches.	0.20 – 0.42 m +

<b>Trench No 17 (trial hole)</b>		<b>Length 2 m</b>	<b>Width 1.50 m</b>	<b>Depth 0.88 m</b>
<b>Easting 418254.6714</b>		<b>Northing 186486.0793</b>		<b>m OD 104.54</b>
<b>Context Number</b>	<b>Fill Of/Filled With</b>	<b>Interpretative Category</b>	<b>Description</b>	<b>Depth BGL</b>
1701		Surface	Tarmac. Modern road surface. Same as 501.	0 – 0.25 m
1702		Made ground	Sandy gravel backfill of two electric service trenches. The made ground around these is not visible, as both services are close to each other.	0.25 – 0.88 m +

<b>Trench No 18 (trial hole)</b>		<b>Length 1 m</b>	<b>Width 0.80 m</b>	<b>Depth 1.60 m</b>
<b>Easting 418259.2116</b>		<b>Northing 18648.446</b>		<b>m OD 104.4870</b>
<b>Context Number</b>	<b>Fill Of/Filled With</b>	<b>Interpretative Category</b>	<b>Description</b>	<b>Depth BGL</b>
1801		Surface	Tarmac. Modern road surface. Same as 501.	0 – 0.25 m
1802		Made ground	Mid yellowish brown sandy gravel, modern base material for above road surface 501, same as 503.	0.25 – 1.60 m +



Trench No 19 (trial hole)		Length 1 m	Width 0.60 m	Depth 1.12 m
Easting 418254.18		Northing 418254.18		m OD 104.55
Context Number	Fill Of/Filled With	Interpretative Category	Description	Depth BGL
1901		Surface	Tarmac. Modern road surface. Same as 501.	0 – 0.25 m
1902		Made ground	Mid yellowish brown sandy gravel, modern base material for above road surface 501, same as 503.	0.25 – 0.70 m
1903		Natural	Mid greyish brown clay. Same as 505.	0.70 – 1.12 m +

Trench No 22		Length 60 m	Width 20 m	Depth 4 m
Easting 418413.54		Northing 186624.03		m OD 102.58
Context Number	Fill Of/Filled With	Interpretative Category	Description	Depth BGL
2201		Topsoil	Turf / Topsoil. Dark greyish brown, silty clay, frequent rooting.	0 – 0.15 m
2202		Subsoil	Thin layer of mid greyish brown, silty clay. Frequent rooting.	0.15 – 0.20 m
2203		Natural	Mid yellowish brown, silty clay.	0.2–2.50 m
2204	2205, 2206	Ditch	Linear ditch with shallow, irregular sides and a concave base. Length: >0.80 m. Width: 0.92 m. Depth: 0.19 m.	
2205	2204	Primary fill	Light greyish brown silty clay with none	
2206	2204	Secondary fill	Mid greyish brown silty clay with none	
2207	2208	Posthole	Sub-oval posthole with shallow, irregular sides and a concave base. Length: 0.38 m. Width: 0.36 m. Depth: 0.08 m.	
2208	2207	Fill	Mid greyish brown silty clay with sparse 6% sub- angular sandstone inclusions <= 90 mm in size	
2209		Natural	Bluish grey clay.	2.5 – 4 m +
2210	2211	Ditch	Linear ditch with moderate, concave sides and a concave base. Length: >0.60 m. Width: 0.53 m.	
2211	2210	Secondary fill	Mid greyish brown silty clay with none	

Trench No 23		Length 110 m	Width 10 m	Depth Unknown
Easting 418440.03		Northing 186554.84		m OD 103.27
Context Number	Fill Of/Filled With	Interpretative Category	Description	Depth BGL
2301		Topsoil	Remade topsoil.	0.00–0.20
2302		Disturbance	Disturbed subsoil.	0.20–?
2303		Natural	Upper natural- clay silt, mid yellowish brown.	?
2304		Natural	Lower natural- clay, mid bluish grey brown.	?
2305		Made ground		



2306	2307	Ditch	Linear ditch with shallow, concave sides and a concave base. Length: >0.70 m. Width: 0.78 m. Depth: 0.18 m.	
2307	2306	Secondary fill	Mid greyish brown silty clay with very rare <1% sub-angular, sub-rounded limestone inclusions <=50 mm in size	

Trench No 24		Length 1 m	Width 0.90 m	Depth 9 m
Easting		Northing		m OD
Context Number	Fill Of/Filled With	Interpretative Category	Description	Depth BGL
2401		Well	Cut of well. Circular cut, over 9m deep. Exact dimensions unknown due to safety concerns about getting too close. Cut by [2404]	>9m in depth
2402		Well or pump	Circular well with straight sides and an unknown base. Constructed from possible stone. roughhewn. Maximum depth: 9.00 m.+	
2403		Fill	Packing fill of construction cut. Not visible.	
2404		Construction cut	Cut of pump. Square cut. Measurements unknown due to safety concerns. Cuts [2401]	
2405		Cistern	Square pump with straight sides and an unknown base. Constructed from red brick and bonded with unknown.	
2406		Fill	Packing fill of construction cut. Not visible.	
2407		Made ground	Made ground covering features. Part of the existing road. Grey hardcore.	





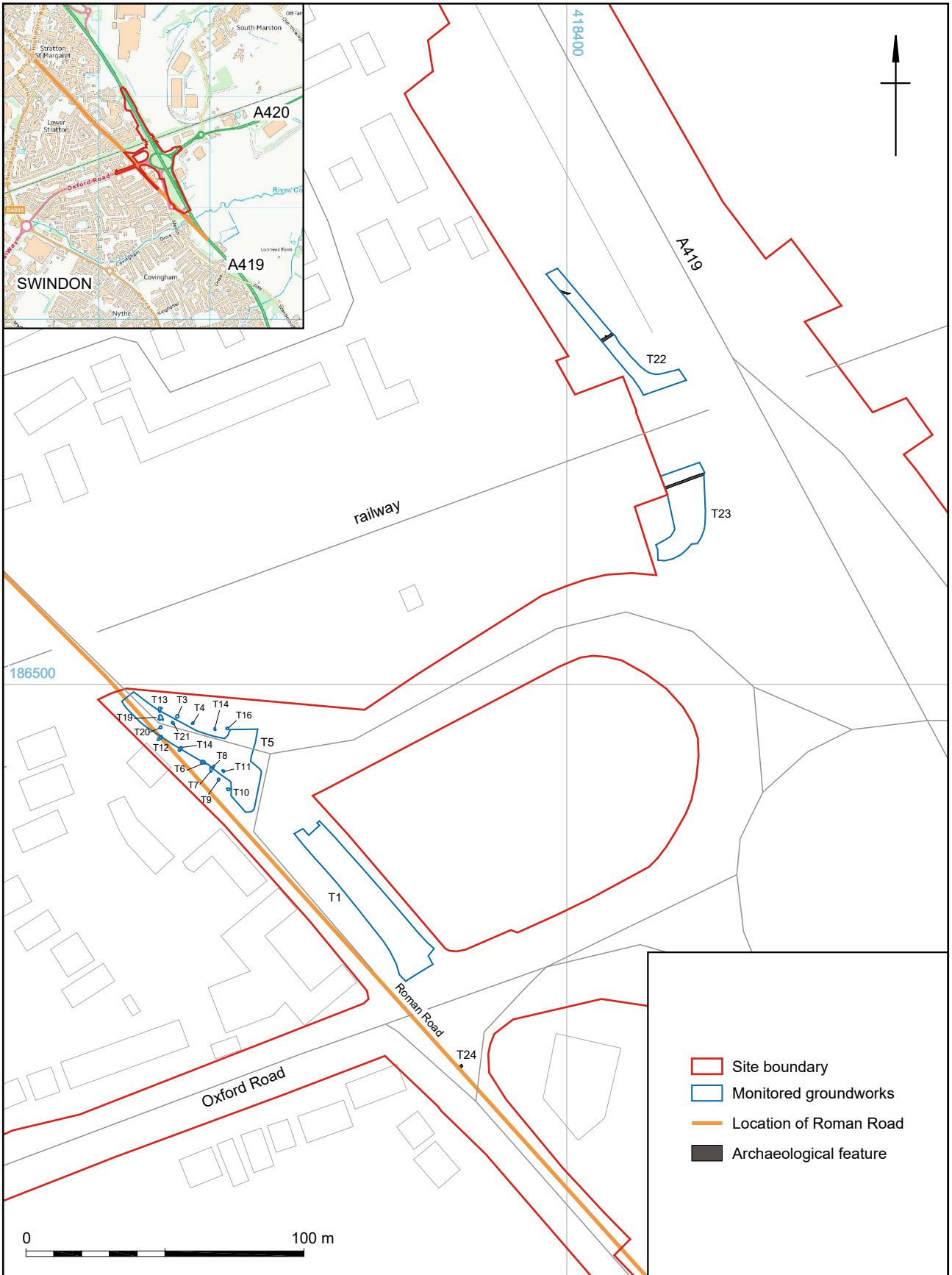
## Appendix 2 OASIS record


OASIS ID (UID)	wessexar1-504739
Project Name	Swindon New Eastern Villages – White Hart Junction, Swindon, Wiltshire: Archaeological Monitoring and Recording
Activity type	Watching Brief
Project Identifier(s)	222190
Planning Id	
Reason For Investigation	Planning: Post determination
Organisation Responsible for work	Wessex Archaeology
Project Dates	09-Nov-2020 - 12-Apr-2021
Location	Swindon New Eastern Villages – White Hart Junction, Swindon, Wiltshire NGR : SU 18530 86361 LL : 51.5758133052882, -1.73400468866445 12 Fig : 418530,186361
Administrative Areas	Country: England County: Wiltshire District: Swindon Parish: Stratton St Margaret
Project Methodology	<p>The watching archaeologist monitored all mechanical excavations within the specified area. Where necessary, the surfaces of uncovered archaeological deposits were cleaned by hand to aid visual definition. A sample of archaeological features and deposits was hand-excavated, sufficient to address the aims of the AMR.</p> <p>Spoil from machine stripping and hand-excavated archaeological deposits was visually scanned for the purposes of finds retrieval. Artefacts were collected and bagged by context. All artefacts from excavated contexts were retained, although those from features of modern date (19th century or later) were recorded on site and not retained.</p>
Project Results	Archaeological features were uncovered in the excavations for the rail ridge crane pads (trenches 22 and 23), suggesting a concentration of features in the north-east of the site. The uncovered features comprising ditches a posthole and a well largely represent prehistoric and post-medieval/modern activity. Modern truncation and disturbance were evident in various



	locations across the site, likely relating to previous works to the road and railway line.
Keywords	Ditch - IRON AGE - FISH Thesaurus of Monument Types Post Hole - IRON AGE - FISH Thesaurus of Monument Types Ditch - UNCERTAIN - FISH Thesaurus of Monument Types Well - UNCERTAIN - FISH Thesaurus of Monument Types
HER	Wiltshire and Swindon HER - unRev - STANDARD
Archives	Documentary Archive, Digital Archive - to be deposited with Swindon Museum and Art Gallery





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Site location

Figure 1



Figure 2: Trench 1 from the south-east (photographed by N. Fitzpatrick)



Figure 3: South-west facing representative section of trench 1, scale: 1m (photographed by N. Fitzpatrick)


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Figure 4: Trench 5 from the south-west, scales: 1m and 2 m (photographed by S. Froud)

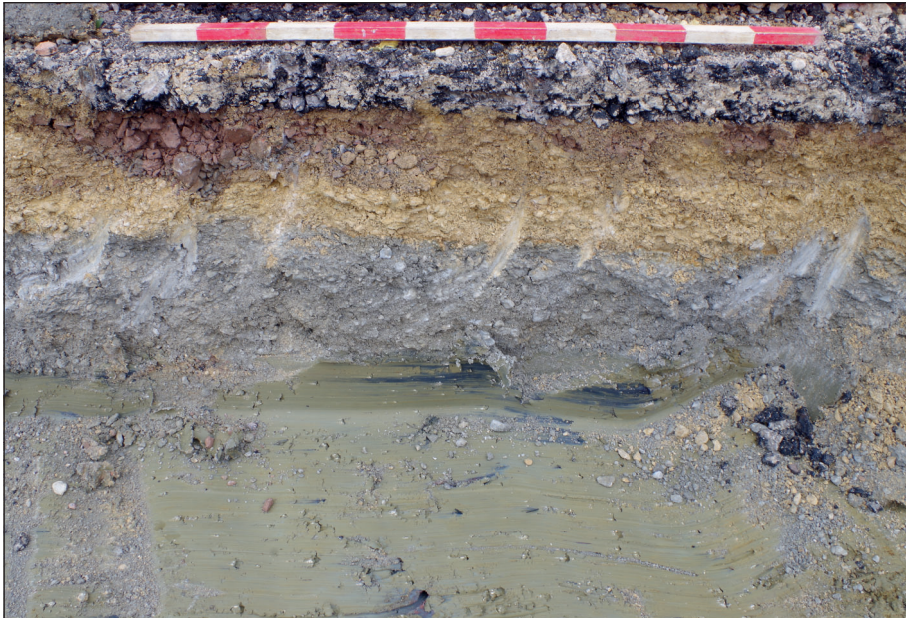


Figure 5: North-west facing representative section of trench 5, scale: 1m (photographed by S. Froud)



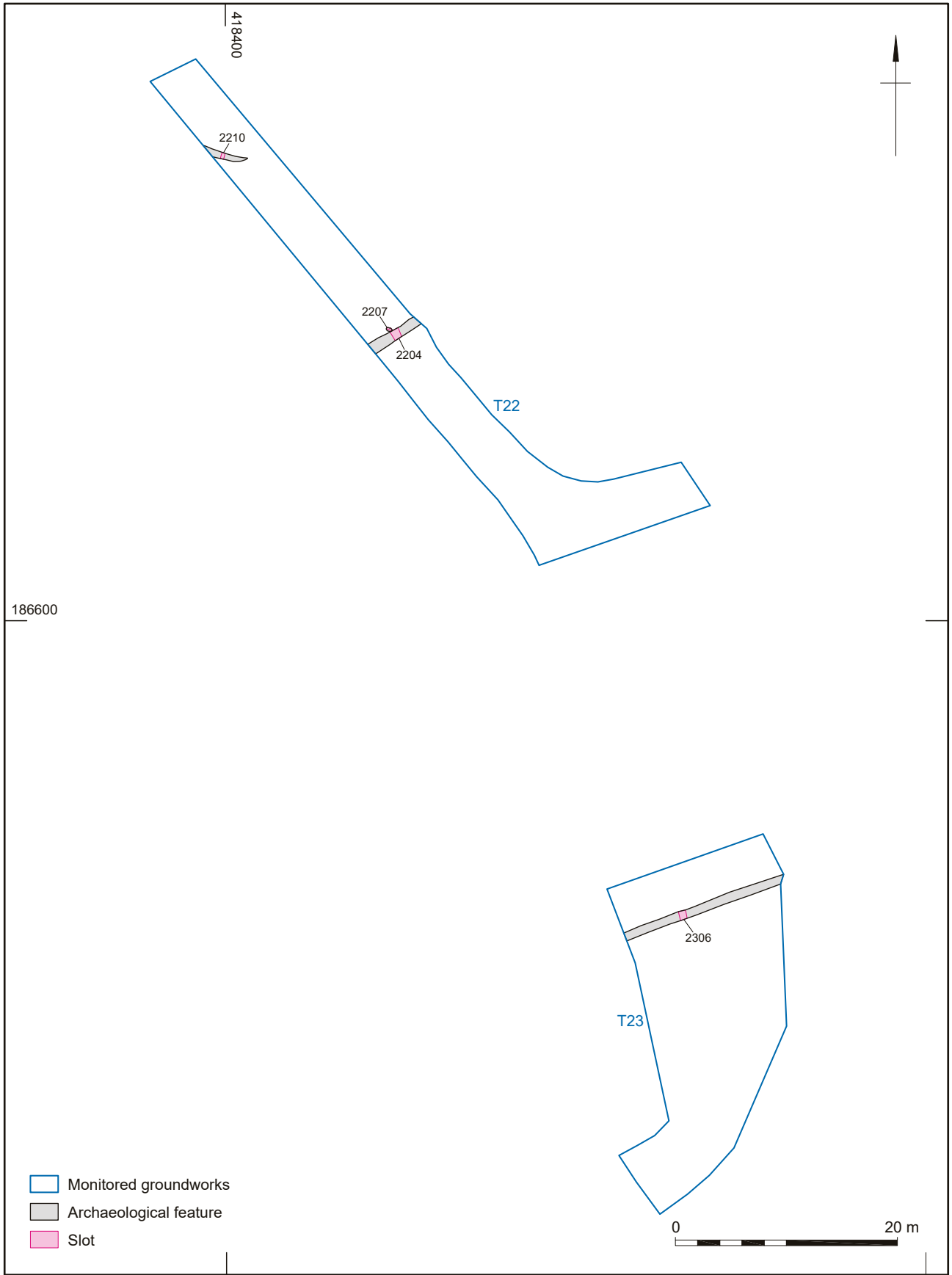
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Figure 6: Trial hole 10, from the north-west, scale: 0.5 m (photographed by S. Froud)

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Archaeology within the northern extent of the works

Figure 7





Figure 8: Trench 22 from the east (photographed by S. Froud)

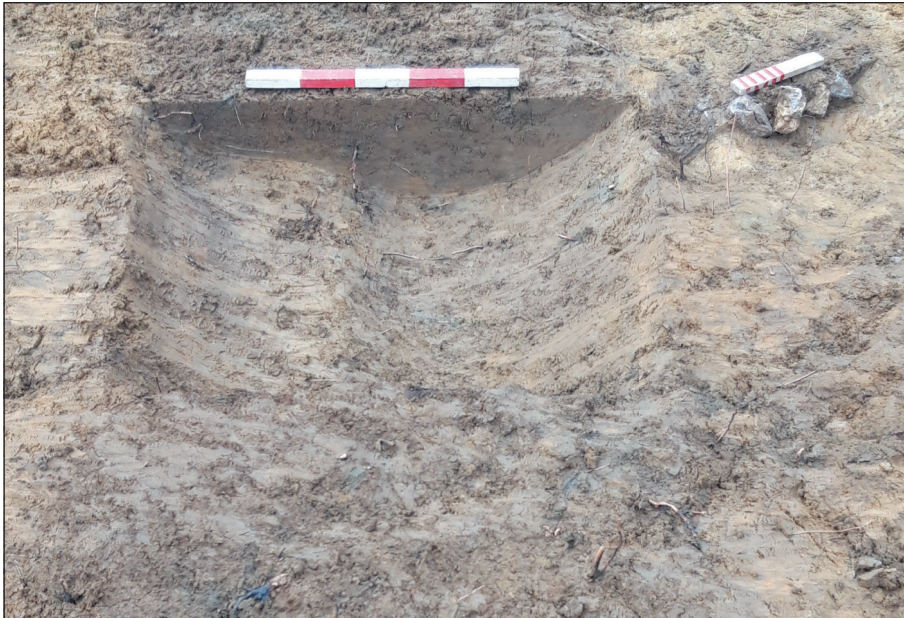



Figure 9: North-east facing section of ditch 2204 with posthole 2207, scale: 0.5 m (photography by S. Froud)

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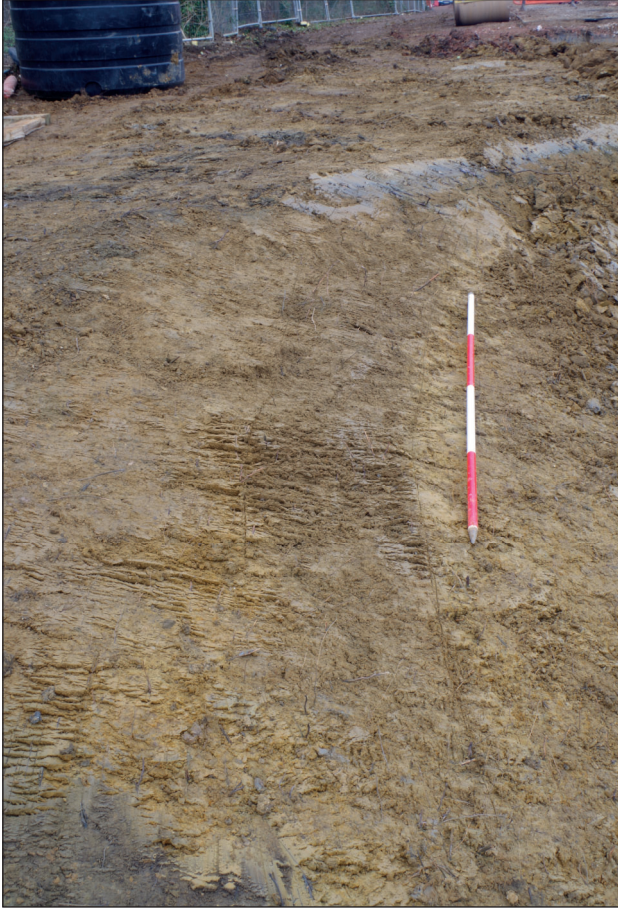


Figure 10: Ditch 2210 from the south-east, scale: 2 m (photography by S. Froud)



Figure 11: Ditch 2306, view from the west-south-west, scale: 0.5 m (photography by S. Froud)



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Figure 12: Well/pump 2402 and 2405 from the north, scale: 1 m (photographed by E. Troake)



Figure 13: Well/pump 2402 and 2405 from the east (photographed by E. Troake)

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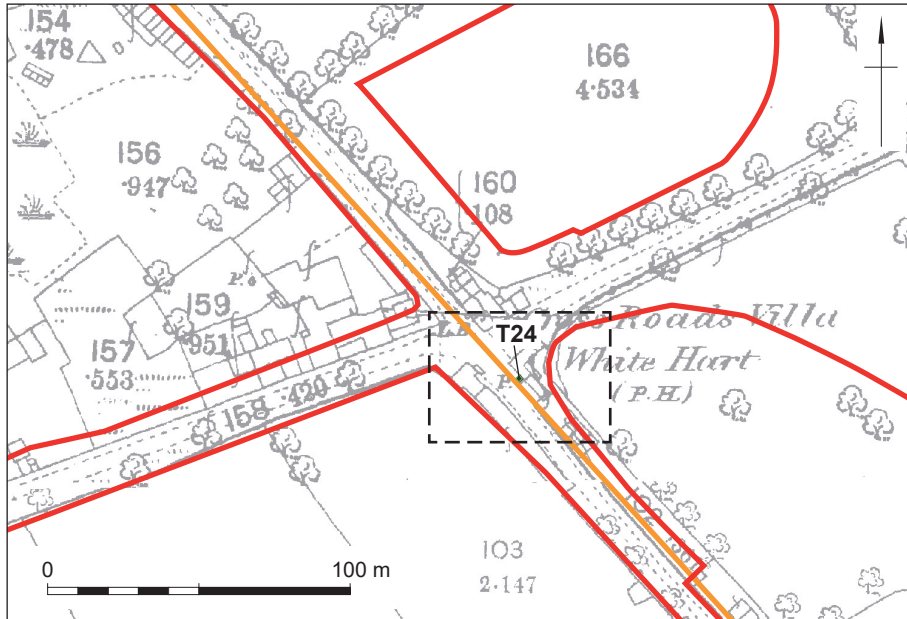


Figure 14: OS 1886 Map detail, scale 2,500

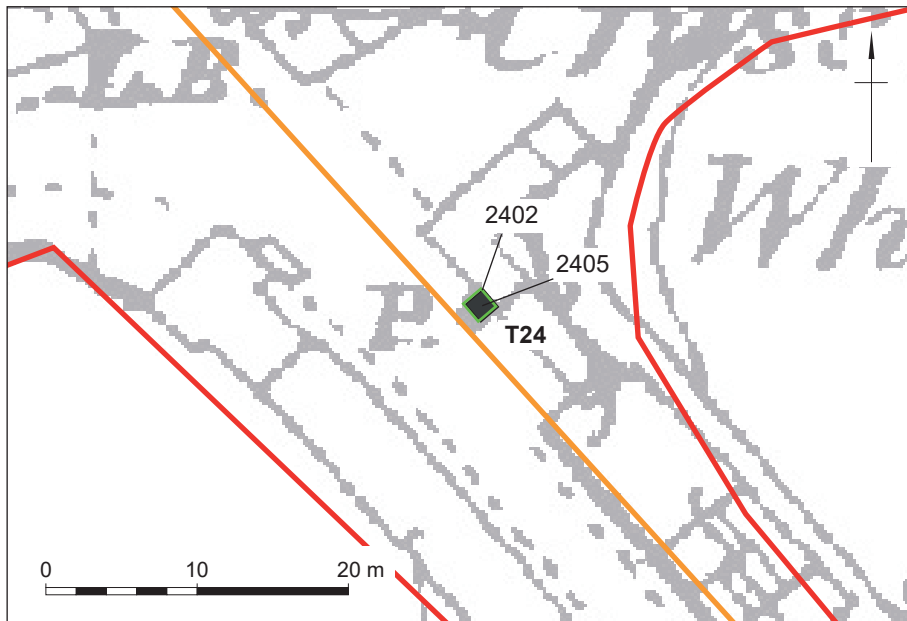



Figure 15: OS 1886 Map detail, scale 500



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