

## M1 Junction 14 Area Improvements

### Archaeological Watching Brief Report





## **M1 JUNCTION 14 AREA IMPROVEMENTS**

### **Archaeological Watching Brief Report**

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### Watching Brief Report

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## **M1 Junction 14 Area Improvements**

### **Watching Brief Report**

#### **Summary**

Wessex Archaeology (London) was commissioned by Mouchel Parkman Services Ltd to undertake an archaeological watching brief during the construction of an improved Coach Park and Park and Ride Scheme off of Junction 14, of the M1 Motorway, Milton Keynes, Buckinghamshire (the Site), centred on National Grid Reference (NGR) 489283 240458.

The watching brief was required as a condition of planning consent for the aforesaid development in view of known archaeological sites to the south and east of the Site.

Observations were made during the excavations, by the site contractor, of trenches for bridge piers, interceptor tanks, a sewer pipe trench and the realignment of a lay-by and hedgerow.

Aside from a truncated undated ditch, observed in section only, in the south east corner of the Site, no archaeological remains were observed during the watching brief.

Most of the Site, appears to have been truncated, in places by up to 1.20m, this appears to have removed most if not all the archaeological remains that might otherwise survive. The Site also appeared to have been at least partly levelled this was particularly evident along Sewer Pipe Trench 1 where a 1.20m thick layer of modern made ground sealed the former post-medieval topsoil. The parts of the Site adjacent to Tributary 1 appeared to have been prone to flooding with thick deposits of gleyed alluvial material which contained fragments of post-medieval bricks lying directly above the natural geology.

There is no evidence that the adjacent Romano-British or Saxon settlement to the east and south of the Site extends onto it.

The report concludes that little of archaeological significance has been impacted upon by the construction of the development.

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## **M1 JUNCTION 14 AREA IMPROVEMENTS**

### **Archaeological Watching Brief Report**

#### **Acknowledgements**

The watching brief and this report were commissioned by Mouchel Parkman Services Ltd and Wessex Archaeology would like to thank Fiona Symes of Mouchel Parkman Services Ltd for her assistance during the programme of works.

Wessex archaeology would also like to thank Phil Gladwell, Simon Shaw and the staff of Alfred McAlpine Ltd for their assistance and co-operation during the on site fieldwork.

The works were monitored by Nick Crank of Milton Keynes Borough Council.

The project was managed for Wessex Archaeology by Lawrence Pontin and the fieldwork was undertaken by Cornelius Barton and Gary Evans who also compiled this report. Illustrations are by Kitty Brandon.



## **M1 JUNCTION 14 AREA IMPROVEMENTS**

### **Archaeological Watching Brief Report**

#### **1 INTRODUCTION**

##### **1.1 Scope of Document**

- 1.1.1 Wessex Archaeology was commissioned by Mouchel Parkman Services Ltd (the Client) to undertake an archaeological watching brief on works undertaken during the extension and improvement of the Coach Park and Park and Ride Scheme at Junction 14 of the M1 Motorway, north of Broughton Village, Milton Keynes, Buckinghamshire (the Site), centred on National Grid Reference (NGR) 489283 240458 (**Figure 1**).
- 1.1.2 The development entails improvements to a coach park / public transport interchange and a Park and Ride car park with associated facilities. An access road off the A5130 and separate road and pedestrian bridges across the Broughton Brook and a tributary stream (called Tributary 1 in this report) are also part of the scheme.
- 1.1.3 This report covers the watching brief undertaken on the works which took place intermittently from 2<sup>nd</sup> July to 4<sup>th</sup> October 2007.

##### **1.2 Planning Background**

- 1.2.1 The watching brief was required as a condition of planning consent for the aforesaid development in line with advice provided by the Milton Keynes Borough Archaeology Officer (MKAO).
- 1.2.2 The watching brief has been carried out in accordance with a Written Scheme of Investigation (WSI ref 64591.01) previously approved by MKAO.

##### **1.3 Site Description**

- 1.3.1 The Site is roughly triangular in plan and covers an area of ca 5 hectares. The Site is currently occupied by an existing Coach Park, including a ticket office, waiting rooms and café to the north and a Park and Ride facility and car parking to the south. A small area of overgrown grass/wasteland covers part of the eastern side of the Site and woodland running along side a tributary of the Broughton Brook covers part of the south.
- 1.3.2 To the south the Site is bounded by the A5130 and to the north and west by the Broughton Brook and the A509. The Site's eastern boundary is formed by a short section of the former Broughton to Newport Pagnell Turnpike which is now used as the entrance road to the Park and Ride and as a lay-by for a VOSA testing station/weighbridge. This stretch of road separates the Site from a series of open fields which back on to the M1 Motorway some 140m to the north.

## 1.4 Topography and Geology

- 1.4.1 The Site occupies two defined topographical areas (**Figure 2**).
- 1.4.2 The northern portion of the Site is occupied by a raised area (ca. 67.00m above Ordnance Datum aOD). The site of the Coach Park and associated buildings, this partly wooded rise is flanked on its southern side by a steep 6m high slope and an east-west running ditch at its base. This raised area lies at the same height as the adjacent modern road system and appears to be made up of ground imported at the time of the Motorway's construction in the late 1950s.
- 1.4.3 The southern portion of the Site is situated on the alluvial flood plain (ca. 59.00m aOD) of the Broughton Brook and its tributary (Tributary 1) and is, historically prone to flooding (Wessex Archaeology, 2006 14).
- 1.4.4 The course of Broughton Brook and Tributary 1 traverse the Site north-south and east-west meeting on the western edge of the Site at a point which is historically called "Broughton Junction".
- 1.4.5 The channels of both streams appear to have been partly realigned during the construction of the present road system.
- 1.4.6 The underlying geology of the Site comprises alluvial clay and gravel deposits flanking the two watercourses traversing the Site. In the wider locality, river deposits give way to Oxford Clay formations of the Jurassic period (British Geological Survey Sheets P83, SP73, 74, 84, 93 and 94).

## 2 ARCHAEOLOGICAL BACKGROUND

- 2.1.1 A number of references to archaeological discoveries, dating from the prehistoric period through to the post-medieval period, are recorded within the vicinity of the Site which clearly lies within what is demonstrably an historic landscape.
- 2.1.2 The Site is not part of a Scheduled Ancient Monument (SAM) and no previous archaeological field work has been undertaken on the Site.
- 2.1.3 A Desk Based Archaeological Assessment of a 1km radius around the Site was undertaken by Wessex Archaeology in 2006 (Wessex Archaeology, 2006, ref: 64590), using the Milton Keynes Historical Environment Resource (MKHER), and where available, other relevant documents such as mapping and archaeological reports. Below is a summary of the Desk Based Archaeological Assessment's conclusions.
- 2.1.4 There were no references in the MKHER to any archaeological remains in the direct area covered by the present programme of archaeological works.
- 2.1.5 Generally there is a moderate to high occurrence of recorded archaeology within the vicinity of the Site which suggests significant prehistoric, Romano-British and Saxon/medieval settlement activity in close proximity to the Site.
- 2.1.6 A field walking and geophysical survey of the fields (known as Brooklands and Glebe Land in the MKHER) to the east of the former Broughton Newport Pagnell Turnpike revealed evidence of possible settlement activity, including ditches, trackways and pits of Late



prehistoric or Romano-British date. Some of the ditches and pits extended up to the western edge of the fields and potentially continued onto the Site (**Figure 1**).

- 2.1.7 A number of Roman finds are also recorded from the village of Broughton, some 250m to the south of the Site, these include a V shaped ditch, coins as well as “substantial” fragments of pottery, and tile dating to the 2<sup>nd</sup>-4<sup>th</sup> century, all of which point to the existence of a rural Romano British settlement in the area (*Ibid.* 27).
- 2.1.8 Evidence of Saxon and medieval activity is also recorded from the vicinity of the Site, including a complete medieval jug discovered in “a stream” immediately adjacent to the eastern boundary of the Site (*Ibid.* 28) and Saxon and Norman material discovered during field walking close to Broughton Manor Farm (Broughton Manor Business Park), some 900m to the south east of the Site.
- 2.1.9 The eastern boundary of the Site comprises a portion of a historic Turnpike road from Broughton to Newport Pagnell.

### **3 AIMS AND OBJECTIVES**

- 3.1.1 The overall aim of the watching brief was to establish and record, as far as reasonably possible, any surviving archaeological remains beneath the present ground surface, through the observation of ground works carried out during the development of the Site

## **4 WATCHING BRIEF STRATEGY AND METHODOLOGY**

### **4.1 Methodological standards**

- 4.1.1 All watching brief work was conducted in compliance with the standards outlined in the Institute of Field Archaeologists’ *Standard and Guidance for Archaeological Watching Briefs* (2001), excepting where they are superseded by statements made below.

### **4.2 Health and Safety**

- 4.2.1 All work was undertaken in accordance with the Health and Safety at Work Act 1974 and the Management of Health and Safety Regulations 1992, and all other relevant Health and Safety legislation, regulations and codes of practice in force.

### **4.3 Fieldwork**

- 4.3.1 All archaeological deposits were recorded by means of Wessex Archaeology’s *pro forma* recording sheets.
- 4.3.2 Plans, sections and elevations were drawn at scales of 1:20 for plans and 1:10 for sections.
- 4.3.3 A full photographic record was maintained using both colour transparencies and black and white negatives (35mm film). A digital photographic record of the works was also maintained

- 4.3.4 All collected finds were treated in accordance with the principles and practices set out by the Institute of Field Archaeologists' *Standards and Guidance for Watching Briefs* (2001).

#### 4.4 Environmental Sampling Strategy

- 4.4.1 The strategy for sampling archaeological and environmental deposits was developed in consultation with Wessex Archaeology's environmental manager Dr. Cathie Chisham and was set out in the WSI (Wessex Archaeology, 2007)

#### 4.5 The Archive

- 4.5.1 The archive, including site drawings and photographic records, is currently held at the offices of Wessex Archaeology London under the WA project code 64591.
- 4.5.2 Following the conclusion of the project the archive will be prepared for deposition with the Buckinghamshire Museum Service in accordance with the *Guidelines for the preparation of excavation archives for long-term storage* (UKIC 1990).

### 5 RESULTS

#### 5.1 Introduction

- 5.1.1 The results of the watching brief are presented below, with detailed summaries of the individual "Areas" presented in Appendix 1.
- 5.1.2 Fully cross referenced site records are available in the project archive (WA 64591).
- 5.1.3 In the following sections context numbers are given in bold.
- 5.1.4 The following sequence of deposits was observed:

#### 5.2 Bridge 1

- 5.2.1 A road bridge (marked as Bridge 1 on **Figure 2**) was constructed spanning Tributary 1 in the south east corner of the Site. Two separate box excavations were conducted, on the north and south banks of Tributary 1 for the bridge piers. These were each approximately 10m x 5m in plan and up to 3.00m deep. For the purposes of this report these excavations have been designated Box 1 and Box 2.
- 5.2.2 Box 1 was excavated on the south side of Tributary 1. The earliest deposits observed were the coarse gravels of the natural geology (**03**) which were encountered at a depth of 0.85-0.95m below ground level. This was overlain by a, 0.55m thick, mixed deposit of re-deposited brown clay and fragments of modern building materials (**02**). This deposit of "made ground" was sealed by a ca. 0.30m thick layer of grey-brown sandy silt (**01**) which represented the topsoil in this part of the Site (see **Plate 1**). No archaeological remains were observed and it appears likely that any remains in this area have been destroyed by previous truncation.

5.2.3 Box 2 was excavated on the north side of Tributary 1. The soil sequence in this excavation differed from Box 1. Deposits of naturally bedded gravel and clay (**04**), which sloped gently downward toward the water channel, were overlain by 0.30m thick grey-brown topsoil similar to that seen in **Box 1** (see **Plate 2**).

5.2.4 In Box 2 an undisturbed *in situ* soil sequence appears to have been left intact with no evidence of the truncation or disturbance seen in Box 1. However, no archaeological remains or deposits were observed in this part of the Site.

### 5.3 Haul Road

5.3.1 A 105m long haul road was also created leading from the excavation area for Bridge 1 to the A5103 (**Figure 2**).

5.3.2 Construction of the haul-road for Bridge 1 involved minimal topsoil removal (up to 0.3m), after which a sheet of Terram was laid over the exposed ground. This was then covered with hardcore and gravel to form the road. No archaeological features were observed (see **Plates 3 and 4**).

### 5.4 Bridge 2

5.4.1 A pedestrian bridge (marked as Bridge 2 on **Figure 2**) was constructed spanning the Broughton Brook at the western edge of the Site. Two separate box excavations were conducted, on the north and south of the Broughton Brook for the bridge piers. These excavations were approximately 27m x 20m, and up to 1.40m deep. For the purposes of this report these excavations have been designated Box 3 and Box 4.

5.4.2 **Box 3** was excavated on the southern side of the Brook.

5.4.3 The earliest deposits observed were the coarse gravels of the natural geology (**03**) which were encountered at a depth of 0.90m below ground level. This was overlain by a, 0.60m thick, mixed deposit of redeposited brown clay and fragments of modern building materials (**02**). This deposit of “made ground” was sealed by a ca. 0.30m m thick layer of grey-brown sandy silt (**01**) which represented the topsoil in this part of the Site. No archaeological remains were observed and it appears likely that any remains in this area have been destroyed by previous truncation.

5.4.4 Box 4 was excavated on the northern side of the Broughton Brook. The soil sequence in this excavation was similar to Box 3. Again no archaeological features were observed.

### 5.5 Sewer Pipe Trench (S1)

5.5.1 The east-west running ditch at the base of the coach park mound (marked as sewer pipe S1 on **Figure 2**) was widened and cleaned out to accommodate a concrete pipe for a new covered sewer/drain. This was 73m long 3m wide and up to 2.50m deep.

5.5.2 The earliest deposits observed in this part of the Site, were the mid grey orange brown mottled coarse sandy clay gravels of the natural geology (**019**) which were encountered at a depth of 2.20m below ground level (57.88m aOD). This was overlain by 0.20m thick, light yellowish brown

fine sandy silty clean alluvial clay which contained no dateable material **(018)**. This was in turn sealed by a 0.40m thick mid grey brown clay silt with very occasional small sub-rounded pebbles. Above the B-Horizon, 0.40m thick, light yellowish grey brown clay silt with no inclusions represented the former, buried, topsoil on this part of the Site. This was itself sealed by a 1.20m thick loose modern deposit of “made ground” **(015)** comprised of a mid grey brown fine clayey clay silt containing frequent sub-angular pebbles, and fragments of unfroged red brick and concrete and tarmac **(Plate 5)**.

- 5.5.3 The section of the sewer trench appeared to show an *in situ* soil sequence overlaying alluvial deposits. These were buried beneath a thick layer of modern “made ground” which was almost certainly derived from the material brought in to make the “Coach Park Mound” in the 1960’s. No evidence of the truncation or disturbance seen elsewhere on Site was observed in this trench. The buried topsoil was seen to contain exclusively modern or post-medieval material. No archaeological remains were observed during the work on the sewer pipe trench.

## 5.6 Interceptor Tank A

- 5.6.1 A 12m x 7.50m rectangular 3.00m deep hole was excavated for an Interceptor tank, (marked as Interceptor Tank A on **Figure 2**) some 1.20m from the edge of the southern bank of Tributary 1.
- 5.6.2 The following sequence was observed during these excavations.
- 5.6.3 The earliest deposit was an alluvial deposit **(09)** comprising dark blue grey gleyed coarse sandy gravel and clay containing occasional small fragments of shell. This was observed at 0.90m-3.00m below the present ground level (58.17m-56.07 m aOD). This deposit was covered by 0.10m thick deposit made up of small fragments of rounded limestone or tufa **(08)** this was in turn overlain by a 0.40 thick layer of dark grey blue, alluvial clay which contained occasional small fragments of red tile and brick **07**. A 0.40m thick layer of crushed concrete and type 1 aggregate from the bedding layer for the former Park and Ride car park formed the most recent deposit in this part of the Site.
- 5.6.4 No archaeological remains were observed and it appears likely that any remains later than the alluvial deposits have been destroyed by previous truncation.

## 5.7 Interceptor Tank B

- 5.7.1 A 14m x 8.70m rectangular 3.00m deep hole was excavated for an Interceptor tank, (marked as Interceptor Tank B on **Figure 2**) some 2.20m from the edge of the southern bank of Tributary 1.
- 5.7.2 The following sequence was observed during these excavations **(Plate 6)**.
- 5.7.3 The earliest deposits were light orange coarse clayey sands and gravels of the natural geology **(014)** at a height 55.20m aOD. These were overlain by 2.10 thick alluvial clay deposits **013, 012**. The upper alluvial layer **012** was light brownish grey silty clay and occasional red brick fragments. The lower alluvial deposit **(013)** was a blue grey gleyed

deposit which contained occasional small fragments of wood, twigs and branches and small shell fragments but no dateable material.

- 5.7.4 The alluvial deposits were in turn overlain by a 0.30m thick grey brown mottled clay silt (**011**) which formed the B-Horizon on this part of the Site, and by a thin (0.10m thick) dark grey brown, topsoil (**010**).
- 5.7.5 The sections of Interceptor Tank B appeared to show an *in situ* soil sequence overlaying alluvial deposits with no evidence of the truncation or disturbance seen elsewhere on Site. The buried topsoil was seen to contain exclusively modern or post-medieval material. No archaeological remains were observed during the work on this part of the Site.

## 5.8 Lay-by and Realignment of “Weighbridge Road”

- 5.8.1 The realignment of a lay-by and the VOSA Weighbridge Road required the removal of hedgerow and field boundary/bank along the eastern boundary of the Site (**Plate 8**), as well as the removal of turf and topsoil along the eastern roadside verge to a depth of ca. 0.80m and the redirection of services. This “Area” was 85m long and up to 6m wide (marked as Lay-by on **Figure 2**).
- 5.8.2 Yellow coarse gravels of the natural geology were observed along the whole length of the Lay-by realignment. These lay some 0.20m below the present ground surface (60.70m aOD). These were overlain by a 0.10m layer of crushed “hardcore” made-up of builder’s rubble. Right up against the eastern edge of the Site the truncated remains of the backfilled former roadside ditch was observed. This was filled with a light grey blue clay deposit (**05**) and was covered by a series of layers which made-up the modern hedgerow bank. This was up to 1.20m high and appeared to date from the construction of the road, with most of the layers within the bank containing fragments of tarmac and other modern building material.
- 5.8.3 At the southern end of the Lay-by a 1.50m wide east-west running ditch (**20**) (**Plate 7**) was observed in the eastern section of the former hedgerow this undated feature was truncated to the south by a modern rabbit warren and to the north by the modern hedgerow bank. The base of Ditch **20** was some 0.20m above the level of the modern road which cuts it to the west and no trace of this feature was seen beneath the former road side verge.
- 5.8.4 The works in this area revealed that any archaeological remains in this part of the Site had been removed during the construction of the modern road which lies some 1.20m below the level of the adjacent field.
- 5.8.5 On going archaeological work, by the Oxford Archaeology on the multi period site in the fields immediately to the east of the Site, appeared to show a number of features (ditches) right up against the eastern edge of the Site. However, the tops of these features appeared to be at least 1.20m above the level of the Site. No trace of any of the features seen in the adjacent field were seen beneath the former road side verge or in the 1m deep trench cut for the realigned services which ran along the eastern edge of the Site.
- 5.8.6 No evidence of the former Turnpike Road was observed during the works on this part of the Site.

## 6 FINDS

- 6.1.1 No artefactual material was recovered during the watching brief. Material observed in the upcasts from the excavations was all of twentieth century origin, it was therefore noted and discarded.

## 7 ENVIRONMENTAL SAMPLING

- 7.1.1 Due to the absence of suitable deposits, no samples were taken for environmental analysis.

## 8 CONCLUSION

- 8.1.1 Aside from truncated Ditch **20** observed, in section only, in the south east corner of the Site. No archaeological remains were observed during the watching brief.
- 8.1.2 Most of the Site, appears to have been truncated, in places by up to 1.20m, this appears to have removed most if not all the archaeological remains that might otherwise survive. The Site also appeared to have been at least partly levelled this was particularly evident along Sewer Pipe Trench where a 1.20m thick layer of modern "made ground" sealed the former post-medieval topsoil. The parts of the Site adjacent to Tributary 1 appeared to have been prone to flooding with thick deposits of gleyed alluvial material which contained post-medieval bricks lying directly above the natural geology.
- 8.1.3 The watching brief has demonstrated that little of archaeological significance has been impacted upon by the construction of the development.
- 8.1.4 There is no evidence that the Romano-British or Saxon settlement to the east and south extends on to the Site.
- 8.1.5 Nor was there evidence of the original road of the Broughton- Newport Pagnell Turnpike.

## 9 BIBLIOGRAPHY

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## 10 APPENDIX: TRENCH SUMMARY TABLES

(+) Indicates deposits/features not fully excavated

### Box 1

Dimensions 25m x 20m

Context	Type	Description	Keyword	Height m below present ground level
01	Layer	Greyish brown, sandy silt	Topsoil. Cultivation	0.0-0.30
02	Layer	Brown, mixed clay and rubble. Frequent modern rubble	Made ground. Levelling. Dumps	0.30-0.85
03	Layer	Brown, coarse sandy gravel	Natural Geology	0.85-1.10

### Box 2

Dimensions 25m x 20m

Context	Type	Description	Keyword	Height m below present ground level
01	Layer	Greyish brown, sandy silt	Topsoil. Cultivation	0.0-0.30
04	Layer	Brown, bedded clay and coarse sandy gravel	Natural Geology	0.30-1.10

### Haul Road

Dimensions 105m x 25m

Context	Type	Description	Keyword	Height m below present ground level
01	Layer	Greyish brown, sandy silt	Topsoil. Cultivation	0.0-0.30
03	Layer	Brown, clay and coarse sandy gravel	Natural Geology	0.30-0.50

### Box 3

Dimensions 26m x 20m

Context	Type	Description	Keyword	Height m below present ground level
01	Layer	Greyish brown, sandy silt	Topsoil. Cultivation	0.0-0.30
02	Layer	Brown, mixed clay and rubble. Frequent modern rubble	Made ground. Levelling. Dumps	0.30-0.90
03	Layer	Brown, coarse sandy gravel	Natural Geology	0.90-1.20

**Box 4**

Dimensions 27m x 20m

Context	Type	Description	Keyword	Height m below present ground level
01	Layer	Greyish brown, sandy silt	Topsoil. Cultivation	0.0-0.40
02	Layer	Brown, mixed clay and rubble. Frequent modern rubble	Made ground. Levelling. Dumps	0.40-1.00
03	Layer	Brown, coarse sandy gravel	Natural Geology	1.00-1.40

**Sewer/Conduit**

Dimensions 73m x 2.50m

Context	Type	Description	Keyword	Height m below present ground level
015	Layer	Mid greyish brown with 10% dark orange brown mottles throughout, loose clay sandy silt. Frequent small fragments medium sub-rounded to sub-angular pebbles, occasional small red unfrogged brick fragments, concrete, tarmac	Made ground. Levelling. Dumps	0.0-1.20
016	Layer	Light yellowish grey brown, clay silt. No inclusions	Former Topsoil. Cultivation	1.20-1.60
017	Layer	Mid grey brown with 20% dark to mid orange brown mottles, coarse sandy clay silt. Very occasional small sub-rounded pebbles	Former B-Horizon	1.60-2.00
018	Layer	Light yellowish brown 20% mid orange brown mottles, fine sandy silty clay. No inclusions	Alluvium. <i>Fluvial</i> . Overbank flooding	2.00-2.20
019	Layer	Mid grey frequent orange brown mottling, coarse sandy clay gravel. Gravel = medium sub-rounded to sub-angular pebbles	Natural Geology	2.20-2.50 (+) (55.68 m aOD)

**Interceptor A**

Dimensions 12m x 7.5m

Context	Type	Description	Keyword	Height m below present ground level
06	Layer	White light grey, loose crushed concrete and "Type 1 " aggregates	Bedding layer beneath car park	0.0-0.40
07	Layer	Dark grey blue, with frequent flecks white and 20% dark orange brown mottles throughout, soft	Alluvium. <i>Fluvial</i> . Overbank flooding	0.40-0.80

		gleyed laminated silty clay. Very occasional small sub-rounded pebbles, small fragments of wood, twigs, branches, frequent flecks of limestone or tufa, small red brick fragments		
<b>08</b>	Layer	White, light grey, loose small fragments of limestone or tufa, 4mm, slopes down from east to west	Alluvium. Fluvial. Overbank flooding	0.80-0.90
<b>09</b>	Layer	Dark blue grey, coarse sand gravel and clay. Gravel – fine sandy gravel, small sub-rounded to sub angular. Occasional small fragments of shell	Alluvium. Fluvial. Overbank flooding	0.90-3.00 (+) (56.07 m aOD)

### Interceptor B

Dimensions 14m x 8.70m

Context	Type	Description	Keyword	Height m below present ground level
010	Layer	Dark greyish brown with 10% dark orange brown mottles throughout, clay sandy silt. Occasional small fragments crushed concrete	Topsoil. Cultivation	0.0-0.10
011	Layer	Mid grey brown, with 20% dark orange brown mottles throughout, compact clay silt. Occasional small sub-rounded pebbles	B-Horizon	0.10-0.40
012	Layer	Light brownish grey with 20% dark to mid orange brown mottles, silty clay. No inclusions	Alluvium. Fluvial. Overbank flooding	0.40-1.20
013	Layer	Dark greyish blue becomes lighter nearer the base of deposit, soft gleyed clay. Occasional twigs, small fragments of shell	Alluvium. Fluvial. Overbank flooding	1.20-2.50
014	Layer	Light orange yellow, coarse clayey sand and gravel. Gravel – 20% small sub-rounded pebbles	Natural Geology	2.50-3.00 (+) (55.70 m aOD)

### Lay-by/ Road realignment

Dimensions 85m x 6.00m

Context	Type	Description	Keyword	Height m below present ground level
020	Layer	Light-mid greyish brown, clay silt. Frequent medium to small sub-angular pebbles	Topsoil. Cultivation	0.0-0.20
021	Layer	Mid brown, compact coarse sand and fine sub-rounded pebbles. Frequent flecks chalk	Part of hedgerow bank. Construction	0.20-0.30
022	Layer	Mid grey, clay silt. Frequent medium sub-rounded pebbles, charcoal flecks, small fragments coal, occasional red brick fragments, patches of pale yellow and pale blue re-deposited clay	Part of hedgerow bank. Construction	0.30-0.70
023	Layer	Mid orange yellow, fine sandy and gravel. Small sub-rounded to well rounded pebbles	Natural Geology	0.70-0.90
024	Layer	Dark grey, loose fine sandy clay silt. Frequent small sub-rounded pebbles, bioturbation from rabbit warren and roots	Topsoil. Cultivation	0.0-0.30

<b>025</b>	Fill	Mid orange yellow, clay. Frequent medium sub-rounded pebbles. Sloped down from south to north	Part of hedgerow bank. Construction	0.30-0.90
<b>026</b>	Fill	Mid orange grey, fine sandy clay silt. Frequent small sub-rounded pebbles. Sloped down from south to north	Part of hedgerow bank. Construction	0.30-0.90
<b>029</b>	Fill	Yellow grey, sandy silt. Frequent flecks charcoal, coal and patches of pale blue re-deposited clay	Secondary Fill of former roadside Ditch	0.90-1.20
<b>028</b>	Cut	Linear, east-west seen in section only but appeared to continue to east in adjacent field. Sides: 45° concave, Base: concave. Filled with <b>027, 031, 032, 033, 034, 035</b>	Ditch. Boundary Construction	Top-0.90 Base-1.20
<b>05</b>	Fill	Light greyish blue with frequent flecks of mid orange brown, stiff sandy clean clay, re-deposited	Backfill of former roadside ditch	1.20
<b>030</b>	Cut	Linear, north-south, base concave. Filled with <b>05, 029</b>	Former road side ditch	Top-0.90 Base-1.30
<b>031</b>	Fill	Mid brownish yellow, clay silt. Occasional small sub-rounded pebbles, flecks of chalk	Secondary Fill of Ditch	0.45-0.50
<b>032</b>	Fill	Mid grey, clay silt. Frequent medium sub angular pebbles	Secondary Fill of Ditch	0.50-0.60
<b>033</b>	Fill	Mid orange brown, clay silt, patches of mid orange clay and sand. Occasional small well rounded pebbles	Secondary Fill of Ditch	0.60-0.70
<b>034</b>	Fill	Dark grey, friable clay silt. Frequent small sub-rounded to well rounded pebbles	Secondary Fill of Ditch	0.70-0.90
<b>035</b>	Fill	Mid yellow grey fine sandy silt. Very frequent sub-rounded-well rounded pebbles	Primary Fill of Ditch	1.00-1.10
<b>036</b>	Layer	Mid grey brown with orange brown mottles fine sandy silt, very disturbed by bioturbation, rabbits and tree roots. No inclusions	Former topsoil or B-Horizon	0.30-0.70
<b>037</b>	Layer	Light yellow brown, fine sandy gravel. Gravel=small sub-rounded pebbles	Natural Geology	1.00-1.10 (+)- (60.70m aOD)
<b>38</b>	Cut	Linear, north-south cut for bank of hedgerow. Filled with <b>021, 026, 025</b>	Cut for Hedgerow bank	Top-0.20 Base-1.20









Areas covered by Watching Brief

Figure 2



Plate 1. Box 1 from north, 1m scale



Plate 2. Box 2 from south, 1m scale





Plate 3. Haul road



Plate 4. Working shot



Plate 5. Sewer pipe trench from west



Plate 6. Interceptor Tank B from north





Plate 7. Ditch 20 from west



Plate 8. Lay by from north



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