

The Archaeology of Wiltshire's Towns
An Extensive Urban Survey

SWINDON

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August 2004

The Archaeology and History of Swindon

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1. INTRODUCTION

- 1.1. Towns are an important component of the historic environment which have developed over many hundreds of years and are under constant development pressures. The archaeological resource within our historic towns is an invaluable and irreplaceable source of data about past societies and the evolution of our culture. Despite these factors the archaeology of many towns, especially the smaller market towns, is poorly understood.
- 1.2. An increase in the amount of archaeological and historical data available and changes in legislation, such as the introduction of Planning Policy Guidance note No16, have meant that a reappraisal of the situation is now due. The Extensive Urban Survey of Wiltshire has been commissioned by English Heritage, as part of a National programme, to address the need for a new assessment of urban archaeology in the county. The current structure of the historic county of Wiltshire is two-tier, with the County Council working in conjunction with the four District Councils (Kennet, North Wiltshire, Salisbury and West Wiltshire) and the new unitary authority of Swindon – historically part of the county. The survey aims to map the development of all of Wiltshire's and Swindon's historic towns and to assess the extent of the surviving archaeology and built heritage. It is also proposed that the threat of development on the historic environment within the county's towns will be examined.
- 1.3. The origins of urban centres in England reach back to the Iron Age. During the Roman occupation new urban centres were linked by an efficient road system. In the Saxon period, defended towns and royal boroughs were developed and later medieval towns grew around markets as economic conditions improved or were 'planted' as planned new centres.
- 1.4. As far as is known the first towns in Wiltshire appeared during the Romano-British period but all the known examples are now greenfield sites, although some may have given rise to nearby settlements. Most modern towns in the county have their roots as Saxon villages or defended settlements such as Cricklade and Wilton. Many of the villages grew into small towns after the Norman invasion, often focussed around a castle or market and in the early thirteenth century 'planted boroughs', in which individual plots of land were sold by the major landowner.
- 1.5. The definition of a town for inclusion in the survey follows the criteria laid out in Heighway (1972), by which the settlement must possess certain characteristics such as defences, a mint, a market, a street plan, or a judicial centre, and demonstrate such urban attributes such as high population, a diversified economic base or a central or key location. For the purposes of the survey, however, the towns should meet these criteria historically, even if they no longer do so. This allows, for example, the inclusion of the five Roman towns in the county, and settlements such as the village of Heytesbury, which was developed as a planned town in the 13th century, but which did not succeed as an urban

centre. The full list of 34 towns included in the survey and the criteria for inclusion are included as Appendix 1 and 2 and are shown on Fig. 1.

- 1.6. Swindon satisfies at least three of the criteria it had medieval market (*criteria iii*); it had a large population from the 19th century (*criteria vii*) and a diversified economic base (*criteria viii*).
- 1.7. The area of study in each town is defined by the size of the town as it stood in 1945, encompassing both the historic core of the town and the older industrial and suburban development. There is an emphasis on the earlier material, and the later Victorian and 20th century development are covered here only briefly. Although more detailed than Haslam's report, in most cases each study remains a brief summary of the data and a guide to the location of more detail for other researchers. The extent of the study area for Swindon is depicted in Fig. 2.
- 1.8. The research into each town will be encapsulated into two reports: a summary and assessment of the data gathered and an outline strategy for future management of specified sections of the urban area. This first report is intended to provide a clear and up-to-date synthesis of the available archaeological and historical data for Swindon, with an assessment of the main areas of historic settlement in the town and of the potential and sensitivity of the archaeologically important areas. The assessment reports are compiled from four main data streams: geographical and geological sources for the location and topographical summary; secondary historical sources for the historical outline; recorded archaeological data for the sites and finds information; the archive of the Wiltshire Building Record (WBR) for architectural data. The architectural summary is not subject to the same level of research as the other three data streams, and the information presented in the reports is based upon evidence compiled from the existing WBR archive, updated in places by field visits to note non-listed buildings of historic interest, combined with the DoE schedule of listed buildings.
- 1.9. This Assessment was prepared originally in 2003, with amendments from consultations added in 2004..

2. LOCATION AND TOPOGRAPHY

- 2.1. The historical settlement of Swindon, conventionally known as Old Town or Old Swindon, stands at the eastern end of an east-west ridge rising some 40m above the surrounding clayland.. The ridge is roughly 2km long east to west, with a lower spur extending a further 1km to the south-east. The recently absorbed settlements of Moredon and Penhill stand on the next patches of high ground some 4 – 5 km to the north, with the larger part of New Swindon spread across the low saddle in between. The River Ray curves around the southern side of the ridge, then flows away to the north-west. The eastern side of the hill and saddle are drained by the River Cole and its tributaries.

2.2. The geology of the land around the ridge comprises a wide band of Kimmeridge Clay (Barron 1976). Swindon Hill itself is the result of a remnant syncline of Portland and Purbeck limestones capping the clays. The spur to the south-east is similarly formed by remnants of Portland and lower greensand beds. These outcrops are valuable as building stone and it is probable that they have been quarried since Roman times. It is likely that it was one of the features that attracted the builders of the canal and the railways to Swindon in the 19th century.

3. PAST WORK AND THE NATURE OF THE EVIDENCE

3.1. Introduction

3.1.1. This is a desk-based study, using material available within the County Council research facilities in Trowbridge: the Sites and Monuments Record; The Wiltshire Reference Library; the Wiltshire Record Office; and the Wiltshire Buildings Record. Historical data are generally drawn from secondary sources, normally the Victoria County History and histories of the individual towns. Data on archaeological events and their results are drawn directly from the original reports or publications wherever these are available. The use of primary sources in the Record Office is restricted to maps and sometimes other pictorial material, which are consulted to accurately locate individual entities and to trace the growth of the settlement.

3.2. Historic Sources

3.2.1. For the industrial history, Swindon is well served with a number of published studies, all backed by excellent documentary evidence. For the earlier material, The VCH remains the main source of data, with early volumes of the Wiltshire Archaeological Magazine proving useful.

3.3. Archaeological Work In The Town

3.3.1. Table 1 shows a list of known archaeological events based on the County Sites and Monuments Record, Excavations Register, and the Fieldwork reports kept in the County Archaeology Service in Trowbridge. Others have been added as a result of incidental mention in one of the above sources, and where there is enough information to get at least a general idea of the location of the event. The event numbers refer to the map included in this report (Fig. 3).

3.3.2. Fieldwork in Swindon, or at least on Swindon Hill, has been ongoing since the late 19th century. Much of the early work was done by A D Passmore, involving the recording or excavation of prehistoric and Romano-British sites and finds, including a number of pits and burials found by quarrymen in the Okus quarries.

3.3.3. Since 1973 there has been a series of excavations in Old Town, initially by the Swindon Archaeological Society, but including in recent years numerous development-led investigations.

Event	Year	Site Name/Location	Event Type	Excavator	Reference
001	1897	Mill Lane, Westlecot Road	Excavation	A. D. Passmore	Passmore 1899
002	1935	Bouverie Avenue	Excavation	Mr Gore, Swindon Museum	SMR.
003	1973	Rear of Masonic Hall.	Excavation	Swindon Archaeological Society	Anon. 1978
004	1975	Market Square – Old Swindon House	Excavation	Swindon Archaeological Society	Canham & Phillips 1976
005	1976	Britannia Place	Excavation	B. Phillips & Swindon Museum	SMR.
006	1977	Lloyds Bank, High St.	Excavation	Swindon Museum	Anon. 1980
007	1977	Penfold Nurseries, The Planks	Excavation	Julian Heath	SMR.
008	1978	Horders, High St.	excavation	Julian Heath	Chandler 1993a
009	1978	Evelyn St.	Excavation	Julian Heath	SMR.
010	1987	Wood St. – Newport Rd.	Evaluation & watching briefs	Thamesdown Archaeological Unit	Digby 1987
011	1991	Okus Road	Evaluation	Thamesdown Archaeological Society	Woodward 1991
012	1993	The Hermitage	Excavation	Fresden Archaeological Services	Chandler 1993a
013	1994	The Hermitage	Excavation	Wessex Archaeology	Butterworth & Seager-Smith 1995
014	1997	Cricklade St.	Watching brief	Archaeological Site Investigations	Heaton 1997
015	1998	Belmont Brewery, Wood St.	Watching brief	Foundations Archaeology	Foundations Archaeology 1998
016	2000	2 – 8 Cricklade Street	Evaluation	Archaeological Site Investigations	Heaton & Moffatt 2000
017	2000	Old Town Core	Evaluation	Foundations Archaeology	Foundations Archaeology 2000
018	2001	9-11 High Street	Excavation	Cotswold Archaeological Trust	Cotswold Archaeological Trust 2002

Table 1: Archaeological Events and Interventions in Swindon.

4. HISTORICAL OUTLINE

4.1. This report is not intended to provide a major historical review of the history of Swindon and the material included here relates mainly to events which may have had some impact on the archaeology of the town.

4.2. The town's name, clearly of Saxon derivation, means "swine down" or simply an open space (Gover *et al* 1939), and is first mentioned in the Domesday survey as "Swindune". At that time the manor was divided between five Lords, the largest holding of ten hides being that of High Swindon, the old town area. There was a mill on that estate, and certainly a church by 1154 (Chandler 1993).

- 4.3. In the following century, under the Lordship of the de Valance family, the town expanded, and a market was held there from about 1260 (Crittall & Rogers 1970). There are 13th century references to “burgages” and a “borough”, and in 1289 the town is mentioned as “Chepping” (Market) Swindon. It is probably at this time that the settlement expanded westward and Wood Street and Newport Street were laid out. It has the appearance of a planned town, with narrow burgage plots, and Newport means “new market” (Chandler 1992). The new part of the town was based around two converging north-south streets, the High Street and Devizes Road, crossed by Wood Street near the apex and Newport Street to the south near the town square. In 1377 there were 248 poll-tax payers in the town, making it a medium sized Wiltshire market centre, although it had no guilds or corporate structure and no charter for the market until 1626 (*ibid.*).
- 4.4. The other major holding was at Nethercote, on the lower northern and north-western slopes of the hill. This estate became divided in the mid- 13th century, forming the twin hamlets of Eastcot and Westcot, and although the two estates were re-united in 1414, they kept their separate identities, with the main settlement apparently at Eastcot (Gover *et al* 1939). There were smaller nuclei of settlement at Broome, Piper’s Corner, Westlecot, and Kingshill. To the north-east was Walcot, a substantial settlement at Domesday (*ibid.*), with Even Swindon (now buried beneath the railway yards) to the north-west. Beyond Even Swindon were two more medieval settlements that have now been absorbed into greater Swindon: Rodbourne Cheney and Moredon, both dating back to Domesday and beyond.
- 4.5. Aubrey notes that the market at Swindon increased in importance during the 17th century, partly due to the adverse effects of the plague and the civil war on neighbouring centres such as Highworth. In particular, it gained popularity for the trading of livestock, especially cattle, which were bought and sold in the High Street until the 19th century, when private and later public auction houses were built near Christ Church and later in the lower town. The corn market developed in the 19th century, and was eventually housed in the purpose-built Corn Exchange (1866) next to the Town Hall (1852), itself built to house the corn market, but never used for the purpose. By the end of the century the corn market was in decline and by 1910 the exchange had been converted for use as a skating rink. The circular market cross in the market square was removed in 1793 (Crittall & Rogers 1970).
- 4.6. In the late 17th century, supplies of high quality stone were found and quarried from the top of Old Swindon Hill, and the town prospered: the population rose from 791 in 1697 to 1198 in 1801 (*ibid.*), a 51% increase over the century. Many new houses were built at this time, and cellars were inserted into many existing houses, apparently used for smuggling, another of Swindon’s principal forms of trade at the time (Wells 1950). Even so, it remained a fairly small town until the coming of the canal and railway. The Wiltshire and Berkshire Canal was opened in 1810 although the wharf at Swindon had been in use for several years previously (Chandler 1992). The North Wilts canal joined it nine years later. The

canals provided a cheap and efficient means of distributing the stone from the quarries on the hilltop, and resulted in a spectacular reduction in the price of coal in Swindon, and contributed greatly to the increased general trade of the town. The construction of the canal had a lasting effect on New Swindon, in that more than any other feature it dictated the alignment and plan of the town that grew there (Chandler 1992).

- 4.7. The canal was soon to be eclipsed by the opening of the railway and by the decision by Great Western Railways (GWR) in 1840 to site their main depot and works in the valley below the town (Crittall & Rogers 1970). Within eight years some 1,800 men had come to work in New Swindon, with they and their families housed in hundreds of new cottages planned and built by GWR next to the new works. There were also several larger houses for the management, a school, a sports ground, and a new church (St Mark's) with its own vicarage, built in 1845 (*ibid.*). This expansion resulted in the equally rapid growth of secondary industries, not the least being a number of brick works exploiting the availability of local clay in the valley. The Wiltshire Gas Company was established in 1863 with works near the canal off Queen Street.
- 4.8. By 1861 New Swindon had some 3,600 inhabitants, whilst the population of the old town on the hill stood at 5,545. By 1881, however, New Swindon had outgrown its parent town with a population of almost 17,700 (Crittall & Rogers 1970). In 1900 the two boroughs were amalgamated, and by 1901 the combined population of Swindon was 45,006. The canal was finally abandoned in 1914, and most sections have been drained and filled, although its course is still discernible across the town.
- 4.9. The first documentary mentions of the principal streets in Old Swindon are relatively late with Newport St. in 1346, Wood Street only in 1599, and the High St. first named in 1645. High Street and Devizes Rd. joined to form Cricklade St, which runs down towards the new town. The oldest part of town, around the Market Square, is served by The Planks and Dammas Lane. The former name is obscure, but the latter is thought to derive from Damask, reflecting the trade in cloth carried out there.

5. ARCHAEOLOGY: SITES AND EVIDENCE

5.1. Introduction

- 5.1.1. The following is a resume of the archaeological record of the town, drawn from the county SMR and the various excavation reports. Data on surviving buildings come from the Wiltshire Buildings Record unless otherwise stated. The bold print numbers in this section refer to entries in the Urban Survey database, and appear on the location maps in Figs. 4 - 8, which were created from the database and the SMR.

5.2. Prehistory (Fig. 4)

- 5.2.1. The Okus-Swindon Hill ridge forms a substantial contrast in its geology to the neighbouring claylands, its sandy and stony bedrock formations generating a lighter soil-type and vegetation than the damp oak forest which, prior to human intervention, characterised the clay. Prehistoric and Romano-British settlers were attracted to the ridge, the earlier groups perhaps on the move between the densely settled Thames Valley to the north and the Marlborough Downs to the south. The evidence described below hints at the nature of these people.
- 5.2.2. A scatter of Mesolithic flints occurs across the top of Swindon Hill (**SW001**, **SW002**, **SW003**), and tools have been recovered from layers in several excavations in the old town, such as those at the Hermitage (**SW004**) and the gardens of Old Swindon House (**SW005**). The range of tools identified, including a pick, saw, scrapers, cores and microliths, is suggestive of a settlement, but no hearths or features have been recognised. Some of the sandy areas of the ridge may have featured a heathland cover, reminiscent of a terrain favoured by Mesolithic hunter-gatherer groups elsewhere in Britain.
- 5.2.3. Four of the Old Town excavations have also produced Neolithic flints and pottery from later horizons (**SW006**, **SW007**, **SW008**, **SW009**). Further west along the hilltop two pits containing flint tools have been recorded from the Okus quarries (**SW010**, **SW011**).
- 5.2.4. Much activity is in evidence along the ridge during the Beaker period of the early Bronze Age. Sites form two clusters at either end of the ridge. A cemetery containing at least three beaker burials (**SW012**) is known from the western end of the Okus quarries, including an adult and two children. A fourth burial nearby (**SW013**) contained only flint tools and a hammerstone, but may be broadly contemporary with the others. Close by were two pits containing beaker pottery (**SW014**, **SW015**), with flints and ash in one of them (**SW015**). To the east, a burial found in 1973 off The Planks near the Market square, contained a bronze dagger, a stone knife and wrist guard as grave goods (**SW016**) whilst beaker pottery has been found just off the High Street (**SW017**). A second cemetery of three crouched inhumations, at the southern edge of the hilltop (**SW018**), was attributed to the Bronze Age by Grinsell (1950), but the evidence on which this was based was not given.
- 5.2.5. A possible interpretation of this evidence would suggest the presence of round –barrow cemeteries, the mounds unrecognised in the quarry face but the burials and finds attracting interest. Later funerary activity is present in the form of two cremations in urns found with three smaller vessels off Bouverie Avenue (**SW019**) The excavations off Market Square (Canham & Phillips 1976) produced fragments of another urn and an arrowhead (**SW020**). A bronze spearhead from Cricklade St. (**SW021**) and a palstave (**SW022**) from the Okus Quarries are also representative of Later Bronze Age activity on the hill. The continuity of use echoes traits seen on the Wessex chalkland to the south.

- 5.2.6. Evidence of occupation in the Iron Age is less apparent - the only recorded features being a pit containing 13 chalk loomweights (**SW023**) found during quarrying in the early 1900s and another containing a bowl and other sherds from a garden in Westlecot Road (**SW024**). Once again, excavations in Old Town have yielded Iron Age pottery in later layers (**SW025**) (**SW026**) (**SW027**). Several gold staters and at least one silver coin have been found, but only one (**SW028**), has a reasonably accurate provenance (Passmore 1929).
- 5.2.7. Several undated burials are recorded from the hilltop and ridge to the south-east (**SW080**, **SW081**, **SW082**), most in a flexed position; they are most likely to be from the Bronze Age (see prehistoric, above), but could still be Romano-British or even Pagan Saxon in origin.

5.3. Roman(Fig.5)

- 5.3.1. Ermin Street, the Roman road to the early Fosse Way frontier at Cirencester, lies some 2km to the east of the study area, straddled at that point by Durocornovium, a small Roman town. To the west a thriving pottery industry developed on the clayland in the Toothill – Westlea area.
- 5.3.2. The Okus end of the ridge may have possessed a Roman villa. A building with an intra-mural yard, 2 small rooms, a possible small hypocaust, painted wall-plaster, stone and tile fragments was excavated in 1897 by AD Passmore. (**SW029**). A crouched burial was directly associated with the walls. Running up the slope from this point for about 90m were a string of quarry pits (**SW030**), believed to be Romano-British, and to be the source of Swindon stone used at Wanborough (Passmore 1944). Pottery and an enamelled brooch were found a few hundred metres away (**SW031**), and Passmore reported a Roman coin hoard in a pot found in the area in the mid 19th century (**SW032**).
- 5.3.3. To the south-east of Old Town a small Romano-British pot was found north of the Marlborough Road (**SW033**). Wall foundations and pottery (**SW034**) were found at the base of the hill north of Old Town, and modern clay extraction nearby turned up more potsherds (**SW035**).
- 5.3.4. Old Town itself contained a Romano-British settlement. Remains of buildings have been excavated from behind Lloyds Bank (**SW036**) and off Market Square, where there was also evidence of metalworking (**SW037**). The buildings were crude structures built from sandstone rubble, much disturbed by recent gardening and possibly robbing. A buried soil and various ditches and postholes with a variety of finds and two infant burials were excavated at the Hermitage nearby (**SW038**). It is possible that the burials and some of the features relate to Anglo-Saxon occupation, but the excavators considered a Roman date more likely (Butterworth & Seager-Smith 1997). A Romano-British burial in a stone-lined grave (**SW039**) and a hoard of 22 coins (**SW040**) were excavated just to the south. Further burials excavated in the 19th century in the Wood Street area of the town have been attributed to this period on the basis of the pottery within the graves (**SW041**), but others are thought to be Anglo-

Saxon and all could be later. Some of these were apparently placed in rubbish pits, as was an isolated inhumation on the edge of the hilltop some 650m to the south-west (**SW042**). Associated with this general area of settlement are a number of coins (**SW043**) (**SW044**) (**SW045**) and surface finds of pottery (**SW046**) (**SW047**).

5.4. Saxon (Fig.6)

5.4.1. Swindon has Saxon origins, proven by the discovery of a number of structures in the form of sunken-floored huts (Phillips & Chandler 1993). The northernmost was excavated in 1977 behind Lloyds Bank (**SW048**), finds including 2 weaving combs and a spindle-whorl from within the filling. Another was recorded from the Hermitage site (**SW049**), and it is likely that the badly disturbed burial a few metres away dates to the same period. The adjacent site produced only a scatter of postholes and ditches, all of which could be of Romano-British date. To the south again excavation in Saxon Court and the garden of Old Swindon House revealed the remains of no fewer than 5 sunken-floored buildings (**SW050**), showing at least two phases of activity where one structure had been rebuilt on the same site. One building contained a row of loomweights found where they had fallen when the structure burnt down. Two more sunken-floored huts were recorded during development in the south-eastern part of the site. More pottery excavated from a buried horizon at Penfold Nurseries to the south of The Planks (**SW051**) may be considered as part of the same settlement.

5.4.2. The pottery generally seems to indicate an early phase in the Saxon period, perhaps circa AD500, with a second phase of activity in the 7th - 8th centuries. It has been suggested that the excavated sites represent the western edge of the Saxon village and that part of it still lies undisturbed beneath The Lawns (Phillips & Chandler 1993)

5.4.3. South of the hilltop, two burials unearthed in Evelyn Street in 1933 and 1977 are reliably dated to the Saxon period. One was accompanied by a spearhead and knife, and the other sherds of Saxon pottery (**SW052**).

5.5. Medieval (Fig. 7)

5.5.1. The medieval settlement of Nethercot, later divided into Eastcot and Westcot (Gover 1939:277), has all but disappeared beneath the development of the new town. Eastcot (**SW053**) is still just locatable at the lower end of Eastcot Hill, climbing the lower slopes of Swindon Hill. The exact location of Westcot is uncertain, although it must lie in the valley close to where the Wootton Bassett Road crosses the Railway line. Between these two lay the manor of Kingshill (**SW054**), documented in the 14th century, towards the top of the valley in which the modern suburb of the same name lies. There is as yet no recorded archaeological evidence for the medieval origin of these settlements at or near the given locations.

- 5.5.2. On the southern edge of the hilltop is the district of Westlecot, named for the hamlet (Wichelstot/ Wikelscote) that existed there in 1086 (**SW055**) (Gover 1939:280). Here finds of a 13th century flask and other medieval pottery nearby (**SW056**) provide a certain degree of substantiation of the settlement, although neither findspot was associated with any contemporary feature.
- 5.5.3. The excavations in Old Town which revealed Romano-British and Saxon settlement have failed to expose much of the Medieval town. The principal survival is the church of Holy Rood (**SW057**) on the eastern edge of the town, and medieval pottery has been found in the vicinity of the churchyard. The mother church of Swindon, it was built in the 12th century, and was partially demolished in the mid-19th century. The chancel survives. The interior is largely 13th/14th century, but most of the visible exterior dates from the 15th century. Old Mill Lane is named for a mill that stood there until the mid-19th century, possibly one of the two Swindon mills mentioned in Domesday (**SW078**).
- 5.5.4. Trial trenches off Devizes road revealed a beam slot and floor area from a medium sized-building in association with 14th century pottery (**SW058**). Excavations in the grounds of Old Swindon House exposed the foundations of one late medieval building (**SW059**). A little to the south probable beam slots and foundations for other timber and stone structures were uncovered (**SW060**). Possible structural gullies with medieval potsherds were also recorded from the Wessex Archaeology excavations at the Hermitage (**SW061**). Medieval occupation is attested by finds of pottery both sides of the Wood Street (**SW062**). Potsherds from excavations and casual finds north of the Hermitage (**SW063**) attest to Medieval occupation in that area also. A hoard of silver and gold coins was found in a wooden box near the eastern end of The Planks (**SW064**), not far from the Medieval building located in the garden of Old Swindon House.
- 5.5.5. Further west just outside the Study Area, the remains of a stone building with walls 0.6m thick and believed to be of Medieval date were unearthed at Okus in 1907 during building works. There is no documentary evidence for early settlement here and it may be assumed that this was an isolated dwelling or small farmstead. Also within the study area are Medieval potsherds from an excavation in Evelyn Street (**SW065**) and a small group of metal artefacts found in Springfield Road (**SW066**).

5.6. Post Medieval (Fig.8)

- 5.6.1. Information on post-medieval Swindon is restricted to the Old Town area, largely due to the concentration of recent excavations. In 1976/7, remains of wall foundations were found in Britannia Place (**SW067**). Trenches dug in the block of land between Wood Street and Newport Street revealed garden soils and boundaries, with some rubbish pits in the south-west corner (**SW068**). During the subsequent development phase more pits (**SW069**) were found to the south of Newport Street. Wells and a brick wall footing were recorded from

the west side of the High St. (**SW070**). Two further wells were recorded during a watching brief in the centre of Old Town in 1998 (**SW071**).

5.6.2. East of High Street, the stone foundations of a post-Medieval building were unearthed during excavations in 1993 (**SW072**). Another well was located behind Lloyds Bank just to the north (**SW073**), and further pits were excavated in the Saxon Court excavations (**SW074**). Post-medieval pottery is recorded from all these excavations, as well as others at The Horders (**SW075**) and Penfold Nurseries (**SW076**) nearby. An Iron fetter lock was found at the north end of the High St. (**SW077**).

5.6.3. . A Medieval or early post-Medieval windmill reputedly stood to the north of Wood St. behind the King's Arms Hotel (**SW079**, Crittall & Rogers, 1970).

5.7. Industrial (Fig. 9)

5.7.1. Swindon New Town could be classified as an artefact of the industrial age. This is not the place to detail every industrial element, but certain features have a lasting effect on the town and are listed below

5.7.2. The earliest of these was the Wiltshire and Berkshire canal (**SW085**) which curved around the western end of Old Swindon Hill before crossing north-east across the centre of the study area in a series of gentle curves. The North Wilts. branch joins the main canal in what is today the commercial heart of the New Town.

5.7.3. The Act of Parliament which inaugurated the Great Western Railway company was passed in 1835, the purpose of the company being to construct a line from London to Bristol. Among the parishes listed are Lydiard Tregoze, Swindon, Stratton St. Margaret, Stanton Fitzwarren and Highworth (Crittall 1959, 282) The section of line from Paddington reached the Swindon area late in 1840 (**SW086**, *ibid*). Proposals for a line to Cheltenham resulted in the branch from the centre of New Town to Purton, Kemble and Cirencester opening in 1841 (**SW087**, *ibid* 283). The next stage of railway development affecting the growth of Swindon was a proposal for a north-south route, in origin a link between Swindon and Marlborough. This route was opened in 1881, with a station at Old Town and joining the GWR at Rushey Platt. (**SW088**, *ibid* 289). A northern extension to Cirencester was soon mooted and opened in 1883 (*ibid*). A line with a more local purpose – Swindon to Highworth – was started in 1879 and opened in 1883. It joined the main GWR line near Stratton St Margaret. (**SW089**, *ibid* 288). A nitrate factory (**SW097**) is recorded to the north-west of this junction.

5.7.4. Over time numerous facilities were generated by the operating companies to support the railways. The first and largest was the GWR Works, located at the junction with the line to Cheltenham (**SW090**). The location took advantage of the presence of the Wilts. & Berks canal for the supply of coke and coal. A decision was made to build the engine works and a station (Maggs 1959, 99),

and eventually a carriage works was added. An outstanding survival is the railway village, some 300 dwellings built in 1845 to provide accommodation for workers (**SW092**, Maggs 1959, 119).. The new mother church for the Railway village, St Mark's, was built nearby on the south side of the line (**SW093**).

- 5.7.5. Associated with the massive and rapid expansion of the Railway town are a number of 19th century brick works scattered across the clays of the valley north of Old Swindon Hill. Eight of these (**SW094, SW095, SW096, SW098, SW099, SW100, SW101**) are recorded on early edition OS maps all of varying size and all disappeared by 1925. Two other sites (**SW102** and **SW103**) were within the area of the GWR depot. There was one small brickyard in Kingshill on the edge of the Okus quarries (**SW104**). Modern maps show small lakes next to several of these works, evidence of the proximity of the clay pits that supplied the brick works. The Andrews and Drury map of 1773 showed the earliest located brick kiln in the area at Piper's Corner (**SW105**) on the ridge towards Broome Manor.
- 5.7.6. The 1901 OS map shows three gasworks in the New Town, although one, on Drove Road (**SW106**), presumably supplied the Old Town further up the hill. A second stood at the northern edge of the railway works and the third, the only one not shown on the 1886 map, stood at Gorse Hill (**SW107**), on the site of an earlier chemical plant. There was also a small gas works off Queen Street, (**SW108**) at the turn of the century but it had disappeared by 1923.
- 5.7.7. Also likely to have damaged the archaeological potential of its site, a waterworks is shown on the 1886 OS map on the western side of Bath Rd. (**SW109**) in an area known originally as The Sands. It was no longer extant by 1901.
- 5.7.8. There were also several engineering works within the area one being off Newcastle Street south of the canal(**SW110**) and another called Prospect Works off Eastcott Lane which was shown on the 1886 OS map as specialising in agricultural implements (**SW111**).
- 5.7.9. Quarries of varying sizes could be found throughout the Swindon area the largest being The Quarries situated to the south of Bath Road (**SW112**). By 1900 part of this quarry was landscaped and became the Town gardens with fish pond and band stand. Okus was another area where quarries could be found mainly to the north and south of Okus Road (**SW113**). These can be seen clearly on the OS maps up to 1942 although some had ceased to operate by then.
- 5.7.10. There were several breweries south off Wood Street including the North Wilts Brewery (**SW114**) and Belmont Brewery (**SW115**) which supplied the local community but by the beginning of the 1940's only one had survived .

- 5.7.11. The 1923 OS map shows a Tabacco factory (**SW116**) off Colbourne street south of Gorse Hill and the 1942 edition shows that the factory had increased enormously in size.
- 5.7.12. There were several smaller industries either side of the main GWR line which included timber yards (**SW117**) (**SW118**) (**SW119**) stone and tile works (**SW120**) and the Castle Iron Works off Wood Street (**SW121**). There was a substantial coal yard situated off the Bath Road shown on the 1886 map (**SW122**)..Some lasted longer than others, the clothing factory (**SW123**) off Sheppard Street being one that although in existence in the late 1880's disappeared by the turn of the century only to reappear by the 1940's. The 1900 OS map shows a Manure works (**SW124**) off the main Swindon Road but by 1942 the road was renamed Oxford Road and the factory changed to a bone factory. A Carriage Works (**SW125**) could also be seen off Marlborough Road on the OS map of 1886 but did not show on the 1900 edition.
- 5.7.13. Food products were also manufactured within this area including a bacon factory (**SW126**) which was on the same site as Stratton Mill off Shrivenham Road. Cocoa was produced in the early 1880's south of the canal (**SW127**) but had disappeared by 1900 There were also two flour mills close to the canal, one (**SW128**) can be seen on both the 1900 and 1923 OS maps but not on the 1942 map, and the second was north of the canal opposite Swindon Wharf (**SW129**).
- 5.7.14. Christ Church was built in 1851 to replace the undersized Holy Rood Church as the parish church of old Swindon. The architectural style was late 13th century gothic revival. St Mark's, the first church in the new town, was built in 1845 to serve the growing population of GWR workers.

6. THE BUILT HERITAGE

- 6.1. Very few buildings survive before the 19th century in Swindon. Holy Rood Church, The Lawn contains an altered chancel arch dating from the C13. The church was restored in 1736. The possible remains of an early 16C inn are listed at the largely 19th century Bell Hotel, 24 High Street. This includes the remains of a timber framed gallery around the yard, a very rare survival in Swindon. Also much altered is Westlecot Manor, Westlecot, manor house of Thomas Goddard dated 1589. Wick Farmhouse at Liden, East Mere retains an original front doorway and some beams dating from the late C16.
- 6.2. The Limes, Croft Road is one of only two 17th century buildings listed. It is a stone and brick house dating from the late 17th century which has been altered in the mid 18th and mid 19th centuries. 16 High Street retains some original fittings. dddd18 buildings survive from the 18th century, 42 Villets House, Cricklade Street (1729) is a grade II* listed 5-bay house, noted by Pevsner as 'the best house in Swindon by far'. 22 High Street, an early 19C rubblestone house, has been lost from the list only recently. Most 18th century buildings are

found in the centre, with once outlying farmhouses now close to areas of modern development such as The Richard Jeffries Museum, formerly Coate Farmhouse.

6.3. The greatest impact on Swindon, which is the largest urban area in Wiltshire, in recent times has been the railway. The old town of Swindon before the advent of the railway, had around 2,000 inhabitants, and until 1900, was a separate and distinct from the railway village. Since 1952 new industry has expanded Swindon even further, compensating for the decline of the railway works.

6.4. Work first began on the GWR works and stations by J & C Rigby of London, who then undertook to build 300 dwellings in 2 years, reputedly to the design of (Sir) Matthew Digby Wyatt, to house the influx of workers from 1841 on.

6.5. By 1843, 154 houses were completed. Work was then suspended due to financial considerations. By 1870 the development, with its infrastructure was largely complete. Aside from the locomotive works and administrative blocks – which form a group of important Victorian industrial buildings at the GWR works, these included a chapel (Cambria Place) and pubs (Cricketers, Baker’s Arms, Emlyn Square). The Model Lodging house built for GWR in 1849-52 was converted to a family hostel in 1861, and then to a Wesleyan Chapel in 1869, when 2 storey keeled cast iron columns were added. Its final incarnation from 1960 is as the GWR museum. At the centre of the village was The Mechanics Institute, in Gothic revival style. Of the repair and locomotive workshops, the Works Entrance and Trimming Shop is still extant. The cast iron Water Tower in Bristol Street (1870) now forms an important landmark. Few other industries are represented. Belmont Brewery, Devizes Road (mid-late 19C), was at one time in the same ownership as the Bell Hotel, High Street.

7 PLAN FORM ANALYSIS

7.1. Introduction

7.1.1. The town has been divided into components, each representing blocks of activity, and sub-divided by period. Swindon, in common with all existing Wiltshire towns, has no foundation in the prehistoric or Romano-British periods, although archaeological remains belonging to both periods are present within and nearby to the study area. Otherwise, the town has been divided into different plan components (settlement areas, church, market place, etc.) for each period, and these are illustrated in the stated figures.

Table 2: Plan form components

COMPONENT	PERIOD OF ORIGIN	COMPONENT TYPE	FIGURE No.
COM1	Saxon	Settlement Area	10
COM2	Saxon	Possible Road	10
COM3	Saxon	Possible Church site	10
COM4	12 th century	Parish Church	11
COM5	12 th Century	Manorial complex	11
COM6	12 century	Mill	11
COM7	12 th century	Core settlement area	11

COM8	14 th century	Planned town	11
COM9	14 th century	Market Place	11
COM10	14 th century	Roads and Streets	11
COM11	19 th century	Stone quarries	12
COM12	19 th century	Waterways	12
COM13	19 th century	Railways	12
COM14	19 th century	Railway village	12

7.2. *Plan form - Saxon (Fig 10)*

7.2.1. **COM1 – Saxon Settlement Area.** The discoveries listed in 5.4.1 are clear evidence of an Anglo-Saxon settlement located east of the High Street. The evidence spans about 200m on a N-S alignment set back some 100m or more east of High Street. Admittedly there have been few opportunities to observe undisturbed deposits close to the High Street, but a recent excavation (Fig 3, 017) was able to show unoccupied ground immediately to the rear of nos 9-11. Such excavations as have been possible west of high Street have revealed no sign of Saxon (or indeed Romano-British) occupation of the centre of Old Town.

7.2.2 **COM2 – Saxon road.** If the house-sites so far discovered flanked a contemporary road crossing the hill, it must represent a route no longer visible in the street pattern. A study carried out by Swindon Borough Council (Swindon 2001) illustrates the field patterns and ridge & furrow around Old Town. The 1923 Ordnance Survey map in particular indicates a distinct alignment south of Old Mill lane - partly emphasised by ridge & furrow. This may represent the line of an early road along which the settlement developed.

7.2.3 **COM3 – possible Saxon Church.** ~The direction of the possible road as denoted by the field boundaries shifts slightly to the north-east as it approaches high ground. It may be that the settlement lay on its western side alignment. It is very probable that this settlement - a small Saxon village – acquired a church following the arrival of Christianity and this was located on the site later occupied by the church of Holy Rood. This would be similar to the topography of Highworth in the same period, where St Michael's flanks the road from Swindon (Wiltshire EUS Assessment for Highworth, para 6.2.1)

7.3. *Plan form - Medieval (Fig 11)*

7.3.1. **COM4 – Holy Rood Church.** If the hypothesis of a Saxon road running across the hilltop and flanking the eastern side of the original Saxon settlement is correct, the location of the Medieval parish church is easier to understand. Later events – specifically the planned town- have moved the focal point of the town to the west, away from its ancestral origin with its roots going back to the Roman period.

7.3.2. **COM5 - .Manor** The Lawns, formerly the site of the manor purchased in the 16th century by the Goddard family (Crittall & Rogers 1970:120) is the

location of the Norman manorial compound , with church and manor facing the settlement across the highway .

- 7.3.3. **COM6 – Mill** Not far distant was the mill, known to have been located south-west of Holy Rood in Old Mill Lane (SW078, 5.5.3). One source indicates that it was fed from a spring named Church Well. This is likely to have been a spring close to the settlement and serving it, and therefore the mill site must have abutted the occupied area. Again, the possible road from the south (7.2.2) would have run close by, serving the pre-Conquest mill which undoubtedly occupied the same site.
- 7.3.4. **COM7 – 12th century settlement.** The Anglo-Saxon village was the basis for the growth of urban Swindon. Recorded finds and structures of Medieval date are few in number (Fig 7) and confined to the area of Saxon occupation. The extent of occupation is difficult to define. Landscaping would have removed earthwork evidence of streets and buildings from the open areas of The Lawns. To the west, it is tempting to conclude that the new 14th century layout was planted along the western margin of the existing settlement, including a new thoroughfare in the form of High Street. This 12th century town –as indeed it was (see 4.3 above) - faced east and must have included in its unplanned state a rudimentary street grid with lanes running east-west from manor complex and church.
- 7.3.5. **COM8 – The Planned Town.** The 12th century town was the base from which the de Valance family developed the manor in the form of a speculative venture. The rectangle formed by High Street, Newport Street, Devizes Road and Wood Street was laid out or formalised from existing lanes at a date which is far from certain but probably in the later 13th century. Whilst the topography of the settlement indicates a process of development paralleled in many Wiltshire towns, the archaeological evidence is sparse. Ordnance Survey maps shown some detail of long narrow plots having the appearance of Medieval properties, particularly to the south of Wood Street. A few small lanes (Britannia Place, Phillips Lane, Hoopers Place) may indicate the development of an internal street grid. The detail is not as specific as in certain other towns, and perhaps suggests that the speculative investment did not yield the hoped-for returns. Documentary evidence however indicates that the town prospered (Crittall and Rogers, 105).
- 7.3.6. There is no evidence for any monastic establishments on the hilltop at the time, and the main church property in the medieval town seems to have been Holy Rood church and presumably a vicarage or church house associated with it. The new planted town did not apparently acquire a purpose-built church.
- 7.3.7. **COM9 Market place.** A new market place was provided to boost the prospects of the new foundation. Its location on the High Street – almost certainly a new alignment in the settlement – suggests that it may have had no relationship to an earlier market .location. However, projecting possible

streets alignments from church and manor would place the new market neatly within these streets at the western or back of the old town, and thus the new market may have served old and new alike.

- 7.3.8. **COM10 Streets and roads.** If the hypothesis for an early route to the Medieval town is correct (COM2, 7.2.2), it will have been replaced by the road leading south from the newly formed High Street heading towards Chiseldon and Marlborough, a route now partly lost (Crittall & Rogers, 107). Dating of the development of the street pattern is hampered by a paucity of dated references (ibid 106). At some point emphasis shifted from the more easterly route to the High Street alignment and Mill Lane emerges as the road to the mill. There may have been a street connecting Holy Rood to High Street, in effect a westerly continuation of The Planks. The planned town is framed by High Street (first ref. 1645), Newport Street (1346), Devizes Road (Andrews & Dury map 1773) and Wood Street (1599, all dates Crittall & Rogers 106).

7.4. Plan form – Industrial (Fig 12)

- 7.4.1. Swindon from the time of the railways becomes a substantially different settlement, its centre transposed from the fertile soils and quality building stone of Swindon Hill to the difficult clayland flanking the high ground. The move is of course dictated by the requirements of waterway and rail, both absence of gradient and a plentiful supply of 'greenbelt' for development. To capture the process of industrialisation, the study area used in fig.12 has been extended.
- 7.4.2. **COM11 - stone quarries.** The discovery in the 18th century of deposits of fine quality building stone on Swindon Hill represents the beginnings of Swindon's industrial success. Here was an industry totally dependent on efficient transport, and in due course canal and railway arrived to underpin the exploitation of this resource.
- 7.4.3. **COM12 – waterways** The construction of two canals formed the foundation for Swindon New Town, bringing prospects of economic growth and paving the way for the railways by opening up land previously devoted to pastoral farming.
- 7.4.4. **COM13 – railways.** Initial railway development was facilitated by the waterway system, able to bring in supplies of coal and other requirements from great distances. The rapid expansion of the system was facilitated by the level terrain and the supply of cheap land. In spite of the varying fortune of railway investments over the years, the sequence of Ordnance Survey maps depicts persistent growth from the 1840's to the 1940's. Along each line in the Swindon area numerous industries developed – from munitions to tobacco – each constructing a railhead to meet its needs.

7.4.5. **COM14 – railway village.** The streets and houses of this model village, flanked by its church and park formed the core of residential New Town, setting out a street pattern and offering up a style for the town to emulate.

8. ASSESSMENT SUMMARY OF RESEARCH

8.1. *Summary of Research*

8.1.1. There has been settlement on Swindon Hill intermittently since the Mesolithic period (5.2.2). The recording of Bronze Age burials in the Okus area may point to a period of occupation in the Bronze Age similar to the activity visible in the Thames Valley and on the Marlborough Downs. This phase is represented also by finds in Old Town and on the edges of the ridge (5.2.4-5). Indications of occupation in the Roman period include a probable villa in Okus (5.3.2) and a possible industrial site to the east of High Street (5.3.4). There is no clue on the location of contemporary roads which would have connected these sites to the Roman road system.

8.1.2. The post-Roman development of the hill has been partially revealed by excavations east of High Street (5.4.1), suggesting an easterly location for the beginnings of urbanisation. (7.2.1). However, very little archaeological evidence has yet been brought to light to clarify the nature of the Medieval town, either in its Early Medieval organic form, or in relation to the post 1250 planned layout. The earliest map of the area (Andrews & Dury 1773) is of small scale, and seems to indicate that the planned town never developed fully on its western side, and certainly failed to infill with a grid of side streets.

8.1.3. The 19th century growth of the new town is well documented both in print and on Ordnance Survey maps.

8.2. *The Growth of the Town (Fig 13)*

8.2.1. Saxon

8.2.1.1 The Anglo-Saxon settlement on Swindon Hill may have been identical in form to settlement sites commonly found in Eastern England. A small number of parallels have been found in Wiltshire, for example at Foxley west of Malmesbury and at Collingbourne Ducis on the edge of Salisbury Plain. (Wiltshire SMR) The Swindon Hill settlement is not documented in the defensive measures taken by Alfred in the 10th century to protect the local population from Danish attack, and at present it is only an assumption that the settlement of early Saxon date continued uninterrupted to the Norman Conquest. A hilltop settlement in this location, no distance from the Thames Valley, may have been of importance during the Danish raids, and would certainly have been vulnerable.

8.2.1.2 There is some evidence that the Saxon occupation was located entirely east of High Street and the interpretation set out in the plan form analysis (7.2.1) suggests a settlement centred on the eastern part of the hilltop. There are signs of

an early road alignment which linked it to the chalkland to the south and presumably the Thames Valley to the north (7.2.2)

8.2.2. Early Medieval

8.2.2.1. The known location of the Medieval manor, mill and church on the east side of Old Town continues the eastern focus of settlement. The early road aligned to the Saxon village would have formed an original High Street to this 12th century town, running along the west side of church and manor complex. The alignment is clearly preserved in Mill Lane and boundary to The Lawns (Fig 11). The mill was clearly a valuable asset, unusual in having a secure water supply from a spring high on the ridge (7.3.3).

8.2.2.2 This settlement is then the first town of Swindon. References in Domesday indicate that Old Town was the location of the largest holding - the manor of High Swindon, formed from 12 hides held by Odin the chamberlain. (4.2 above, also Crittall and Rogers 1970, 119). Mill Lane, The Planks and Dammas Lane preserve the greater part of its street pattern (Fig 11), but its full extent is unknown. As with the Saxon village which preceded it, the western limit of activity was perhaps some 50-100m east of High Street. Possibly some part of the town was situated around the Manor compound and church, but later landscaping of The Lawns will have removed all surface traces.

8.2.3 Late Medieval

8.2.3.1 In the later 13th century, a major shift in layout is introduced. The large area west of the early town is marked out with a framework of four streets, this array springing off a new High Street which flanked the existing town. The new market place linked the two entities, and was generous in size anticipating a successful outcome. Statistics and references from the period suggest that growth was indeed achieved (par 4.3).

8.2.3.2 What remains uncertain is the impact on the form of the town. Such mapping as exists indicates the presence of property boundaries around the newly established streets. But the detail seems uncluttered, little indication of an internal grid developing with the exception of Britannia Place. Even here archaeological is sparse. The suspicion arises that the Early Medieval settlement had sufficient size and vigour to support and nourish growth. The new market place was well-placed to serve it, whilst manor, church and mill were well-established and well-sited. Significantly, none of these entities emerges on a new site in the new town.

8.2.4 Post Medieval

8.2.4.1 Little is known of the development of the town in the 17th and early 18th centuries. Andrews and Dury's map of 1773 shows no noticeable expansion beyond the apparent limits of the Medieval town. The map shows a clear gap in the houses on Devizes Road. between the cross streets, whereas excavation indicates that this section was built up in Medieval times (par 5.5.4). Shortly after the publication of this map, the quarrying of stone brings a boost to the town's fortunes (par 4.3). It may be therefore that the depiction of Swindon in 1773 shows the town at its lowest ebb, a

combination of a speculative development zone that never took off with a Medieval market town eclipsed by the growth of Cricklade, Highworth and Wootton Bassett.

8.2.5 Industrial

8.2.5.1 The coming of the canals initiated the shift of activity off Swindon Hill. The potential focus for growth now lay on the clayland. At first the new development was minor, just a small area at Swindon Wharf where the Cricklade road crossed the canal. But this blazed a trail for the routing of the railway twenty years later, and the decision to site the GWR works there was the impetus for massive expansion, for some decades a separate settlement in effect.

8.2.5.2 Well before the end of the century, the new town had swamped the outlying settlements of Even Swindon, Westcot and Eastcot, and by 1900 the old town and the new formed a continuous settlement and were united as a single borough. The phenomenal growth of the early and middle 20th century linked the town with Moreton and Rodbourne Cheney to the north-west and brought it close to Penhill, Stratton and Walcot. To the south there was a slower expansion along the Marlborough Road to Broome Manor and across the hilltop to Kingshill and Westcot, the latter increasing as the importance of the quarries declined. There has also been intensive late Victorian and 20th century regeneration in the Old Town which has considerably reduced the historic character of the area, and perhaps its archaeological content.

8.3. The Archaeological Potential

8.3.1. One of the principal aims of this phase of the Extensive Urban Survey is to examine the archaeological potential of the town to assist with the development of a management strategy in the later phase of the project. In the case of Swindon, all of the core town may be considered important archaeologically. It is necessary to try to highlight those areas of greater interest, either because of the importance of the remains or because better than average preservation is expected there.

8.3.2. A number of questions relating to the process of urbanisation remain unanswered. The first of these is the contribution of the Romano-British inhabitants of Swindon Hill in opening up the area, possibly with some exploitation of the building stone. It is likely that trackways established at this time, giving access to the ridge across difficult clayland will have had considerable influence in later ages. A clearer view of this Romano-British community and its function would be valuable.

8.3.3. The continuity (or otherwise) of the Anglo-Saxon village is of great interest. Was there well-established occupation through to the Norman Conquest and how did this settlement fare at the time of the Danish raids? Was it fact perhaps more than a village? Did it possess a street pattern handed on to the Medieval town?

- 8.3.4. The Early Medieval town is elusive. Its location is clear – between High Street and The Lawns – but its archaeological detail has yet to be revealed. Research excavation in the gardens east of High Street (and even in The Lawns) should yield valuable detail of architecture and economy. If the suggestion made above (7.3.1) are correct, there may be considerable archaeological potential in The Lawns. Hopefully this area will never see development schemes, but the prospects for research investigations, including geophysical survey, are excellent. Historical accident - the westward drift of the Medieval town - may have resulted in a large zone of urban archaeological stratigraphy undisturbed by later ages.
- 8.3.5. The planned town appears never to have reached the limits of the territory set out to receive it. Even without documentary proof, the new settlement is clearly a planned town. Map evidence suggests that a zone flanking Wood Street developed successfully, presumably forming with High Street and Market Square a unit sharing common ground with the original settlement. Was High Street a new feature in this layout and how did the old town fare in the Later Middle Ages? Excavations in the core area of Old town west of High Street and south of Wood Street have been so far unrewarding, but the search needs to be pursued, particularly on High Street properties.
- 8.3.6. New Swindon is also clearly a planned town, with carefully structured relationships between the works, the station, the village, and the church and park (the “Sunday” end of the settlement). Indeed with its tidy rectangular street pattern and included amenities it was something of a model design for the time. The town rapidly outgrew its model layout, and the infilling of the canal must have provided an invaluable opportunity to relocate the commercial, centre in a prime position at the heart of the sprawling suburbs. Archaeological interest here will be in the early industrial sites, a number of which are likely to require recording in the context of proposed urban redevelopment.

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10 MAPS

1773. Wiltshire. Andrews & Dury.

1793. A Plan of the Wilts. and Berks. Canal. Whitworth (Chandler 1998:82).

1820. Map of the county of Wiltshire. Greenwood (Chandler 1998:110-111).

1842. Tithe Map

1886. Ordnance Survey, 1st Edition, 1:500 series.

1900. Ordnance Survey, 2nd Edition, 1:500 Series.

1921. Ordnance Survey, 3rd Edition, 1:500 Series.

1941. Ordnance Survey, 4th Edition (with revisions), 1:2500 Series.

11 APPENDICES

Appendix 1: Towns included in the Extensive Urban Survey of Wiltshire, with reference to urban criteria defined by Heighway (1972).

	Town	Criteria
1	Amesbury	iii, xi
2	Bradford-on-Avon	iii, vi, viii, xi
3	Calne	iii,v
4	Chippenham	iii, viii, x
5	Cricklade	i, ii, v, xii
6	CUNETIO	i, ii, vi
7	Devizes	i, ii, iii, v, vi, vii, ix, xi
8	Downton	ii, iii, v
9	DUROCORNOVIUM	i, ii vi
10	EASTON GREY	i, vi
11	Great Bedwyn	iii, iv
12	Heytesbury	ii, iii
13	Highworth	ii, iv
14	Hindon	ii, vi, ix
15	Lacock	ii, iii, xi
16	Ludgershall	v
17	Malmesbury	i, iii, iv, xi
18	Market Lavington	ii, iii, v
19	Marlborough	ii, iii, iv, v, vi, vii, ix, xi
20	Melksham	iii, vi
21	Mere	ii, iii
22	Ramsbury	viii, xi
23	Salisbury	i, ii, iii, v, vi, vii, viii, ix, x, xi,
24	Sherston	ii, iii
25	SORVIODUNUM	i, vi
26	Swindon	iii, vii, viii
27	Tilshead	iii, v
28	Tisbury	vii, xi
29	Trowbridge	ii, iii, viii
30	Warminster	ii, iii, iv, vii
31	Westbury	iii, viii
32	Wilton	i, iv, v, vi, vii,
33	Wootton Bassett	ii, iii, v, viii
34	VERLUCIO	ii, vi

Appendix 2: Urban Criteria set out in Heighway (1972)

- i) *Urban Defences*: A town, at some time in its history, might have a wall, or bank and ditch with wooden defences.
- ii) *Internal Street plan*: A town may be planned at any moment in its history; part of its street pattern may display evidence of deliberate planning, such as a grid lay-out. A street plan with provision for a market place will also distinguish a town.
- iii) *Market*: Perhaps the only indispensable criterion, although a market alone does not distinguish a town. The date of a market charter is usually taken in this study as indicating the date by which the place had become a town.
- iv) *Mint*: The existence of a mint often denotes a town.
- v) *Legal existence*: This aspect of the town was one of the first to be studied and formed the basis of most of the early studies of towns. It has long been evident that legal history, once a favoured method of study does not provide the only clue to urban origins, in which economic causes play an important part. However, the date of a borough charter or the dates of taxation at borough rates or of the town's parliamentary franchise may provide a date from which the place may be called a town.
- vi) *Position*: A town may have a central position in a network of communications and this can be a clue to its importance. This can be a difficult criterion to assess as it involves knowledge of the age of the road system in relation to the town itself, the past navigability of rivers, and other related problems.
- vii) *Population*: A town will often have or have had a high density and size of population compared with surrounding places.
- viii) *Diversified economic base*: Archaeological or documentary evidence might suggest a diversified economic base, particularly a concentration of various crafts in one area, and evidence of long distance trade. For earlier periods, only archaeological evidence can determine this; it is a reflection on the state of urban archaeology that so little is known of this aspect.
- ix) *House plot and house type*: The town-plan may show long, narrow 'burgage-type' plots; surviving houses will be urban rather than rural in form.
- x) *Social differentiation*: A town should contain a wide range of social classes and especially possess a middle class. House types, demonstrated in the earlier periods by archaeology, again form part of the evidence.
- xi) The presence of a *complex religious organisation* may also denote a town; i.e. the possession of more than one parish church or the existence of other institutions, especially monastic.
- xii) *Judicial centre*: A town may be a centre for courts of national or local status.

Appendix 3 - Breakdown of Listed Building Information and Wiltshire Buildings Record Fieldwork

Grade II*

42 Villetts House, Cricklade Street (1729)
Christ Church, Cricklade Street (1851)
No 12 Shop (V Shop) BREL: Swindon Works, Rodbourne Road (1873)
Chain Test House, BREL: Swindon Works, Rodbourne Road (1873)
No 12 Shop (V Shop) & O and E Shop (32, 33 & 35 Shops), Rodbourne Road, BREL: Swindon Works (1874, 1879 & 1924)
No 13 Shop (Old L2 Shop), BREL: Swindon Works, Rodbourne Road (1876)

Building Survival by Date.

13th Century

Church of the Holy Rood, The Lawn (& 1736)

16th Century

Westlecot Manor, Westlecot Road, Westlecot (1589 & later)
Nos 1-4 Wick Farmhouse, Liden, East Mere (late)

17th Century

1 The Limes, Croft Road
16 High Street

18th Century

6, Wall to The Hermitage, Dammas Lane, 18 High Street, Gazebo, Wall to Holy Rood Church, The Lawn, Richard Jeffries Museum (Coate Farmhouse), Marlborough Road, Greystones, The Planks
42 Villetts House, Cricklade Street (1729)
Square House, The Square, 32 Bowmaker House, Wood Street, Lower Shaw Farmhouse, Old Shaw Lane (mid)
6, 8 & 8A, 20 Coventry House, High Street (late C18)
2 & 3 The Planks (1798)
Goddard Arms Hotel, High Street, 17 & 18 Newport Street, 1, The Planks, 31 Wood Street (18C/19C)

19th Century

No 20 Shop (Old R Shop), BREL: Swindon Works, Rodbourne Road
24 Bell Hotel, High Street (& earlier)
Gates to The Lawns, 23 & no.1 The Square, 2, High Street, 22 & 24 Marlborough Road, 35 Royal Oak & 24 Devizes Road (early 19C)
10 – 12, 14, High Street (early to mid)
Bath Road Museum at Apsley House and gates, 8 – 12 (evens), 14 Tritton House, Bath Road (c1830-40)

22 Bath Road (c1840)
 St Mark's Vicarage, Church Place (c1845)
 43 Kode House, Bath Road, Queens Hotel, Station Road (c1840-50)
 Seymour Clinic – Kingshill House, 1 to 15 (odds), Bath Road (c1840-60) (20)
 Main Office Block, GWR Works, Rodbourne Road (1840's, 1870's & 1903-8)
 Locomotive Works Manager's Office, BREL: Swindon Works (now offices),
 Rodbourne Road (1841)
 1 2 & 3 London Street, 31 31A & 32A, Oxford Street (1841-3)
 1A-1E, 2, 2A-2E, 3A-3F, 4, 5 Glue Pot Inn, Emlyn Square (1841-9)
 4-34 Faringdon Road, 4-12A London Street, 1 2 & 3, 4-24, 25 & 26, 27 - 29, 30 – 51,
 Bathampton Street, 1 2 & 3, 4-11A, 15-30, Oxford Street, 3-18, 21-36 Reading Street
 (1841-53)
 52-54 Bathampton Street (c1841-60)
 No 19 Shop, and No 20 Shop (north bay) Old N Shop, BREL: Swindon Works,
 Rodbourne Road (1842)
 1 1A 2 & 2A, Reading Street (1842-3)
 Church of St. Mark, Church Place (1843-5)
 GWR school – now Fire & Emergency Services Depot, Church Place (1845)
 (46)
 No 15 (Q Shop) and western bay of Brass Stores (formerly K Shop) (pre 1849)
 Great Western Railway Museum, Emlyn Square (1849-52)
 12-13, 14, Oxford Street, 19, 20 Reading Street (1849-53)
 24-27 Taunton Street (1850-53)
 1 2 & 3, 4-25, 26, Bristol Street, 1 1A 1 & 2A, 3 & 4, 5 Prospect House, ?6, Church
 Place, 12 12A 13 & 13A, 14 Cricketers PH, 15, 16 Baker's Arms, 17, 18A-18E,
 Emlyn Square, 1-4, 5-27, 28 & 29, 30-50, 51-53, Exeter Street, Central Community
 Centre, Taunton Street (1850-60) (70)
 1 1A 2 & 2A, 3A 3B 4A & 4B, 5 & 6, East Street (1850-70)
 Christ Church, Cricklade Street (1851)
 13 Redlands, Charlotte Mews, 9 & 10 Devizes Road, 212 Drove Road, 99 & 100
 Victoria Road, 6, 11 & 13 Wood Street (mid)
 Corn Exchange & Town Hall, The Square (1852-54)
 The Mechanics Institute, Emlyn Square (1853-55)
 Cambria Baptist Chapel, Cambria Place (1866)
 Wall to former sawmill and shop to carriage works, Bristol Street (1868)
 17 Bath Road (c1860-70)
 Water Tower, Bristol Street, 9 East Street, Swindon Works Entrance and Trimming
 Shop, Emlyn Square (1870) (87)
 The Great Western Restaurant, Station Road (1870 & 1896)
 Carriage works, London Street (1870-72)
 Carriage works, London Street, 20 Kings Arms, Wood Street (1870-80)
 No 12 Shop (V Shop) BREL: Swindon Works, Rodbourne Road (1873)
 Chain Test House, BREL: Swindon Works, Rodbourne Road (1873)
 No 12 Shop (V Shop) and O & E Shop (32,33 & 35 Shops), Rodbourne Road, BREL:
 Swindon Works (1874, 1879 & 1924)
 No 13 Shop (Old L2 Shop), BREL: Swindon Works, Rodbourne Road (1876)
 Park House, Church Place, Southern Laundry Co., Station Road (1876-77)

27-30 Anderson's Hostel, Cricklade Street (1877)
Belmont Brewery, Devizes Road (mid-late)
21-29 (odds), Bath Road (c1860-80) (100)
16 Granville, Bath Road Methodist Church, Bath Road (c1880)
8 The Fountain PH, Devizes Road, 3 & 5 High Street, Bandstand in Town Gardens,
Gates to Town Gardens, Quarry Road, 9 Wood Street (later)
2 & 4 Bank House, Wood Street (1884)
Town Hall, Regent Circus (1890-1)
O & E Shop (32, 33 & 35 Shops), BREL: Swindon Works, Rodbourne Road (1890-
1900)
Pattern Store & Water Tank, Swindon Works, Rodbourne Road (1897)
Transport Garage (73, 74 shop and store), BREL: Swindon Works, Rodbourne Road
(1899)

20th Century

Turntable, BREL: Swindon Works, Rodbourne Road (1902)
7 High Street (1906)
Kiosk in Town Gardens (1915)