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# Whitehill & Bordon Relief Road Phase II Advance Site Clearance Works

Archaeological Watching Brief Report



Planning Ref: SCO/2013/0420 55587/002  
Ref: 112900.01  
June 2016



# **Whitehill & Bordon Relief Road Phase II Advance Site Clearance Works**

## **Archaeological Watching Brief Report**

**Prepared for:**

Mildren Construction  
120 Matchams Lane  
Hurn, Christchurch  
Dorset  
BH23 6AN

**On behalf of:**

Hampshire County Council  
The Castle  
Winchester  
Hampshire  
SO23 8UJ

**Prepared by:**

Wessex Archaeology  
Portway House  
Old Sarum Park  
Salisbury  
Wiltshire  
SP4 6EB

[www.wessexarch.co.uk](http://www.wessexarch.co.uk)

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### Quality Assurance

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# Whitehill & Bordon Relief Road Phase II Advance Site Clearance Works

## Archaeological Watching Brief Report

### Contents

Summary .....	iii
Acknowledgements.....	iv
<b>1 INTRODUCTION.....</b>	<b>1</b>
1.1 Project background .....	1
1.2 The scheme .....	2
<b>2 ARCHAEOLOGICAL BACKGROUND .....</b>	<b>3</b>
<b>3 METHODOLOGY.....</b>	<b>4</b>
3.1 Aims and objectives .....	4
3.2 Health and safety .....	5
3.3 Fieldwork methodology .....	5
<b>4 ARCHAEOLOGICAL RESULTS.....</b>	<b>5</b>
<b>5 ARTEFACTS .....</b>	<b>6</b>
<b>6 ENVIRONMENTAL.....</b>	<b>6</b>
<b>7 CONCLUSION .....</b>	<b>6</b>
<b>8 STORAGE AND CURATION .....</b>	<b>6</b>
8.1 Museum .....	6
8.2 Archive.....	6
8.3 Copyright.....	7
8.4 Security copy.....	7
<b>9 REFERENCES.....</b>	<b>8</b>
9.1 Bibliography .....	8
<b>10 APPENDICES.....</b>	<b>9</b>
10.1 Appendix 1: OASIS form .....	9



## Figures

Figure 1: Site location plan with proposed scheme and watching brief area

## Plates

- Plate 1: View of the northern part of the watching brief area  
Plate 2: View of the disused railway route  
Plate 3: Central section of the scheme and track through Hogmoor Inclosure  
Plate 4: Stump removal process using a stump cutter  
Plate 5: Stump removal with an excavator fitted with a grinder  
Plate 6: Stump removal using an excavator fitted with a rake attachment  
Plate 7: Stump hole on railway embankment, view from the north  
Plate 8: Representative section within stump hole, view from the north-east
- Cover: Cover image: View towards Hogmoor Inclosure from the south-east



# Whitehill & Bordon Relief Road Phase II Advance Site Clearance Works

## Archaeological Watching Brief Report

### Summary

Wessex Archaeology was commissioned by Mildren Construction on behalf of Hampshire County Council to carry out an archaeological watching brief during advance site clearance works for the Whitehill & Bordon Relief Road Phase II in Hampshire. The clearance works involved the removal of tree stumps along the route of the proposed relief road between National Grid Reference (NGR) 479230 133920 and 478830 135495. The watching brief was undertaken between the 4th April and the 18th May 2016.

The watching brief comprised of a walkover survey to identify and record unknown earthworks and archaeological monitoring during the removal of tree stumps after felling, via mechanical excavation and with the use of stump cutters and grinders. No archaeological remains were identified during the watching brief and the only earthwork identified during the walkover survey was the disused light military Bordon Branch Railway. In parts of the site excavations were not to a sufficient depth to reveal any surviving archaeological remains, and in other areas the excavations revealed deposits of modern made-ground and evidence that the area had been landscaped in the past. The clearance works were partially located along the route of the embankment for the Bordon Branch Railway, which is understood to account for the majority of earlier landscaping.



# **Whitehill & Bordon Relief Road Phase II Advance Site Clearance Works**

## **Archaeological Watching Brief Report**

### **Acknowledgements**

The archaeological watching brief was commissioned by Mildren Construction, on behalf of Hampshire County Council, and Wessex Archaeology is grateful to Simon French in this regard and also for his help during the course of the project. We would also like to thank David Hopkins, Hampshire County Archaeologist, for his advice and support.

The watching brief was carried out by Piotr Orczewski, Rebecca Hall, Steve Thompson, Tom Burt, Jamie McCarthy and Tom Blencowe. The report was compiled by Vijaya Pieteron and the illustrations produced by Karen Nichols. The project was managed for Wessex Archaeology by Ruth Panes.



# Whitehill & Bordon Relief Road Phase II Advance Site Clearance Works

## Archaeological Watching Brief Report

### 1 INTRODUCTION

#### 1.1 Project background

1.1.1 Wessex Archaeology was commissioned by Mildren Construction (hereafter 'the Client'), on behalf of Hampshire County Council (HCC), to carry out an archaeological watching brief during advance site clearance works for the Whitehill and Bordon Relief Road Phase II in Hampshire. The site clearance works were located between National Grid Reference (NGR) 479230 133920 and 478830 135495 along the proposed route of the relief road (hereafter referred to as 'the Scheme') (**Figure 1**).

1.1.2 The Scheme is part of more extensive proposed redevelopment of the local area, and forms part of the Whitehill and Bordon Strategic Allocation Area identified within the East Hampshire Local Plan: Joint Core Strategy (East Hampshire District Council 2014).

1.1.3 A request for a scoping opinion for the redevelopment of Bordon Garrison and the land adjoining it for a mixed use residential development, which included the proposed relief road, was submitted to East Hampshire District Council (EHDC) in April 2014 (Planning application ref: 55587).

1.1.4 Following this, a hybrid planning application (Ref: 55587/002) was submitted to EHDC in December 2014 for the redevelopment of Bordon Garrison and the land adjoining it. This application included full planning permission for the delivery of the southern section of a new 'relief' road with the following three conditions attached relating to archaeology:

- *Condition 12. No demolition works nor development within a Development Phase or in connection with the Relief Road or SANGS shall commence until the applicant has submitted, and the Local Planning Authority has approved in writing, a written scheme for the programme of archaeological evaluation within that Development Phase area. The programme of archaeological evaluation shall then be implemented in accordance with the agreed scheme. This condition may be discharged on an individual Development Phase basis.  
Reason - To assess the extent, nature and date of any archaeological deposits that might be present and the impact of the development upon these heritage assets. This is a pre-commencement requirement because of the need to secure satisfactory archaeological protection in advance of each individual Development Phase commencing.*
- *Condition 13. No demolition works nor development within a Development Phase or in connection with the Relief Road or SANGS shall commence until the applicant has submitted, and the Local Planning Authority has approved, a written scheme for the programme of archaeological mitigation within that Development Phase area. The programme for archaeological mitigation shall then be*





*implemented in accordance with the agreed written scheme. This condition may be discharged on an individual Development Phase basis.*

*Reason - To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for future generations. This is a pre-commencement requirement because of the need to secure satisfactory archaeological protection in advance of each individual Development Phase commencing.*

- *Condition 14. No demolition works nor development within a Development Phase or in connection with the Relief Road or SANGS shall commence until it is agreed with the LPA that the applicant requires submission of, and has submitted, and the Local Planning Authority has approved in writing, a Written Scheme for recording all historic assets within that Development Phase area. The recording of all historic assets shall then be implemented in accordance with the agreed scheme. This condition may be discharged on an individual Development Phase basis or on a section by section basis in connection with the Relief Road.*

*Reason - To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for future generations. This is a pre-commencement requirement because of the need to secure satisfactory archaeological protection in advance of each individual Development Phase commencing.*

1.1.5 A Written Scheme of Investigation (WSI) for the archaeological works was submitted to EHDC and in November 2015 there was a part discharge of Conditions 12, 13 and 14.

1.1.6 The Hampshire County Archaeologist was consulted in relation to the advance site clearance works on the Scheme and it was advised an archaeological watching brief was undertaken during the groundworks.

1.1.7 The document presents the results of the archaeological watching brief which took place between the 4th April and the 18th May 2016.

## **1.2 The scheme**

1.2.1 The proposed relief road is approximately 3 km in length and lies to the west and south-west of Bordon, Hampshire. The site clearance works were located along the proposed route of the relief road between NGR 479230 133920 in the south of the Scheme, 0.1 km south-east of the junction between Petersfield Road (A325), Firgrove Road and Liphook Road, through to NGR 478830 135495 in the north (**Figure 1**). The archaeological watching brief was focused within the Hogmoor Inclosure and PPB site area of the larger Bordon redevelopment, where the tree clearance works were undertaken in an area covering 12.3 ha.

1.2.2 The Scheme commences within a parcel of land to the east of Petersfield Road (A325) and south of Liphook Road. It is an undeveloped area of woodland and heath which includes a remnant of a disused military light railway line, the Bordon Branch Railway (NRHE ref. 243616) (**Plate 1**). To the north-west there are a number of residential properties. The Scheme then continues north-west along the route of the military railway, which lies between Morse Close and Champney Close, before heading north-east. The military railway line ran in a cutting west of Petersfield Road (A325), in a wooded area, the cutting eventually becoming shallower to the north where it blends in with the wooded landscape (**Plate 2**).



- 1.2.3 The centre of the Scheme falls within land used by the Ministry of Defence (MoD) for training purposes, and comprises a central area of mixed woodland and tracks known as Hogmoor Inclosure (**Plate 3**), which is designated as a Site of Importance for Nature Conservation (SINC). To the west of Hogmoor Inclosure are residential properties and to the east an industrial estate.
- 1.2.4 The Scheme then continues north-west, the area subject to tree clearance and monitored during the watching brief terminating at NGR 478830 135495, just south of the Technical Training Area (TTA) (**Figure 1**). The tree clearance works did not extend the full length of the proposed relief road, which continues north, skirting the western edge of the TTA and passing through woodland that lies between the TTA and Hogmoor Road. The Scheme then crosses Oakhanger Road and heads north-east into woodland towards the disused Louisburg Barracks, before re-joining the A325 at Farnham Road.
- 1.2.5 The Site is approximately 76 m to 93 m above Ordnance Datum (aOD). The underlying geology is mapped as sandstone of the Folkestone Formation (British Geological Survey, Geology of Britain Online Viewer).

## 2 ARCHAEOLOGICAL BACKGROUND

- 2.1.1 An Environmental Statement (ES) was produced for the redevelopment of Bordon Garrison and the land adjoining it which includes the proposed relief road (AMEC 2014). Chapter 11 of the ES contains a historic environment assessment for the redevelopment, and a summary of the results which relate to the area covered by the watching brief are outlined below.
- 2.1.2 There are no designated heritage assets within the Scheme boundary although there are Scheduled monuments and listed buildings recorded within a 2 km study area around the Scheme.
- 2.1.3 There are two undesignated heritage assets within the watching brief area, comprising the disused military light railway line, the Bordon Branch Railway (NRHE ref. 243616), and the associated Oakhanger platform (NRHE ref.508932), both of which date to 1905. There are also several undesignated heritage assets within 250 m of the watching brief area, these dating from the Bronze Age through to the modern era.
- 2.1.4 Overall, the Scheme is situated in an area of high potential for previously unknown archaeological assets to be present. In particular, there may be evidence relating to both the military heritage of the Site and to Bronze Age occupation (see below).
- 2.1.5 There is evidence for Mesolithic activity in the wider vicinity of the Scheme, mainly in the form of single find spots. However, there are a number of significant Mesolithic flint working sites located approximately 1.5km to the west of the Scheme, known as the 'Warren' or 'Oakhanger' sites.
- 2.1.6 There are ten bowl barrows that date to the Bronze Age recorded in the vicinity of the Scheme. One of these sites, located 350 m to the north-west of the watching brief area, is that of a primary unurned cremation burial (NRHE ref. 243247). In the southern part of the Scheme, a Bronze Age bowl barrow is recorded 100 m to the west of the Scheme (NHRE ref. 243514) and two bowl barrows, both Scheduled Monuments (List entry nos 1013048 and 1013049), are located between 100 m and 150 m east of the Scheme.
- 2.1.7 Within the wider area, the location of a Bronze Age hoard is recorded to the west of the Scheme. Items within the hoard included complete swords, fragments of sword blades,



fragments of sword sheaths, spearheads and rings. A further hoard, dating to the Romano-British period, which comprised a small pot which contained nearly 100 coins is also recorded in this location. Additional heritage assets of Romano-British date are limited to find spots.

- 2.1.8 Further afield, to the east of Whitehill, is the Scheduled earthwork of Walldown enclosures. Walldown comprises two earthwork enclosures, one reutilised during the English Civil War. This has been interpreted as a much earlier earthwork in origin, incorporating a possible Iron Age enclosure and Norman motte.
- 2.1.9 There is little evidence for medieval activity within the vicinity of the Scheme, as it was largely forested with few settlements.
- 2.1.10 The majority of modern assets relate to the military development of Bordon Camp and Louisburg Barracks (DIO 2014). The Bordon Branch military light railway opened in 1905, after being authorised for construction in 1902, to serve the camp. The railway line finally closed in 1969. A substantial railway cutting is still evident, in some areas up to 15 m deep, but now overgrown and flooded, and the embankment for the railway and station platform also still survive.

### 3 METHODOLOGY

#### 3.1 Aims and objectives

- 3.1.1 With due regard to the ClfA guidelines outlined in *Standard and guidance for an archaeological watching brief* (ClfA 2014a), the principle aim of the archaeological watching brief was to identify and record the archaeological resource during development within a specified area using appropriate methods and practices, in compliance with the *Code of Conduct* and other relevant by-laws of the ClfA.
- 3.1.2 The aims and objectives of the archaeological watching brief were:
- *to allow, within the resources available, the preservation by record of archaeological deposits, the presence and nature of which could not be established (or established with sufficient accuracy) in advance of development or other potentially disruptive works; including*
  - *to ensure their preservation by record to the highest possible standard;*
  - *to confirm the approximate date or date range of the remains, by means of artefactual or other evidence;*
  - *to determine or confirm the approximate extent of any remains;*
  - *to determine the condition and state of preservation of the remains; and*
  - *to determine the degree of complexity of the horizontal and/or vertical stratigraphy present.*
  - *to provide an opportunity, if needed, for the watching archaeologist to signal to all interested parties, before the destruction of the material in question, that an archaeological find has been made for which the resources allocated to the watching brief itself are not sufficient to support treatment to a satisfactory and proper standard; and*
  - *to prepare a report on the results of the watching brief.*



### 3.2 Health and safety

- 3.2.1 Health and safety consideration were of paramount importance in conducting all fieldwork. Safe working practices override archaeological considerations at all times.
- 3.2.2 All work was carried out in accordance with the *Health and Safety at Work etc. 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 at the time.

### 3.3 Fieldwork methodology

- 3.3.1 The watching brief comprised of a walkover survey and the monitoring of tree stump clearance for the proposed Whitehill and Bordon Relief Road. The area monitored covered an area of approximately 12 hectares, between an area south-east of the junction between Petersfield Road (A325) and Liphook Road in Whitehill and the southern boundary of the Technical Training Area (TTA) in Bordon to the north. The watching brief area is illustrated in **Figure 1**.
- 3.3.2 The groundworks comprised the removal of tree stumps after felling within the Site boundary. In order to maintain maximum soil integrity, the groundwork contractors used stump cutters (**Plate 4**), 360° excavators fitted with stump grinders (**Plate 5**) and 360° excavators fitted with rakes or buckets (**Plate 6**). The stump cutters and grinders resulted in widespread deposits of flailed timber and fine sawdust, with minimal soil disturbance outside the stump itself and no pits or holes appropriate for inspection. Excavators used rakes or buckets to scoop the stump out leaving a suitable hole for investigation of potential archaeological remains (**Plates 7 and 8**). Stump removal using all three clearance techniques were monitored for the duration of the groundworks by an experienced archaeologist.
- 3.3.3 In accordance to health and safety regulations, staff maintained a 40 m safe exclusion zone around the stump grinder when in operation.
- 3.3.4 The work was carried out in accordance with Wessex Archaeology and industry standards and guidelines (ClfA 2014a and 2014b).
- 3.3.5 A full photographic record was produced using digital photography. Digital images have been subject to a managed quality control and curation process which has embedded appropriate metadata within the image and ensures the long term accessibility of the image set.
- 3.3.6 Accession code **A2016.53** has been issued for the archaeological works and this reference, alongside the Wessex Archaeology project **112900** number will be recorded on all site records.

## 4 ARCHAEOLOGICAL RESULTS

- 4.1.1 The watching brief did not identify any archaeological features, deposits or finds during the course of the works.
- 4.1.2 The site clearance works offered an opportunity to identify and record unknown earthworks along the Scheme. The walkover survey however did not identify any earthworks along the proposed route of the relief road, apart from the disused light military Bordon Branch Railway (NRHE ref. 243616).



- 4.1.3 Along the course of the Bordon Branch Railway, there is evidence of landscaping for the railway cutting and embankment. In this part of the watching brief area, made ground deposits and redeposited natural were observed along the route of the railway embankment. The made ground deposits were observed directly overlying the natural geology and contained modern debris such as iron nails, bolts and plates. It is understood these made ground layers date to the recorded construction of the railway in 1905, and the absence of subsoil in this part of the Scheme indicates that there was extensive landscaping along the route of the railway when it was built (**Plates 6, 7 and 8**).
- 4.1.4 It was apparent that the depth of the groundworks in the northern part of the watching brief area, within Hogmoor Inclosure, was not deep enough to penetrate the subsoil and potentially disturb any surviving archaeological features or deposits (**Plate 3**).
- 4.1.5 Throughout the monitored area, evidence of modern disturbance was uncovered from made ground deposits, topsoil and the subsoil. This was in the form of slag/cinder, iron nails, bolts and plates, and some glass. Modern building material was also found along the course of the track, which included concrete fragments and brick.

## **5 ARTEFACTS**

- 5.1.1 No artefacts were retained during the watching brief.

## **6 ENVIRONMENTAL**

- 6.1.1 No deposits suitable for environmental sampling were identified during the watching brief.

## **7 CONCLUSION**

- 7.1.1 The results of the watching brief on the tree clearance works reveal that there has been extensive landscaping along the route of the now disused Bordon Branch Railway, which is associated with the construction of the railway in 1905. The Bordon Branch Railway was the only earthwork identified during a walkover survey of the Scheme undertaken during the watching brief. Although no archaeological remains were identified, in parts of the Scheme the depth of the groundworks were not sufficient to impact upon any surviving archaeological remains. The use of stump cutters and grinders to remove tree stumps also meant the potential for identification of archaeological remains was limited. Therefore, the lack of identified archaeological remains during the watching brief cannot confirm the presence or absence of archaeological features or deposits within the monitored area.

## **8 STORAGE AND CURATION**

### **8.1 Museum**

- 8.1.1 There is currently no recommendation for the deposition of the archive within a museum.

### **8.2 Archive**

- 8.2.1 The complete site archive, which will include paper records, photographic records and digital data, will be prepared following the standard conditions for the acceptance of excavated archaeological material following nationally recommended guidelines (SMA 1995; ClfA 2014b; Brown 2011; ADS 2013).



8.2.2 All archive elements will be marked with the museum accession code **A2016.53** and WA project code **112900**, and a full index will be prepared. The physical archive comprises the following:

- 1 file of paper records

### **8.3 Copyright**

8.3.1 The archaeological contractor retains full copyright of any report under the Copyright, Designs and Patents Act 1988 with all rights reserved; excepting that it hereby provides an exclusive licence to the Client for the use of the report by the Client in all matters directly relating to the project as described in the specification. Any document produced to meet planning requirements can be copied for planning purposes by the Local Planning Authority.

8.3.2 The archaeological contractor will assign copyright to the Client upon written request but retains the right to be identified as the author of all project documentation and reports as defined in the Copyright, Designs and Patents Act 1988 (Chapter IV, s.79).

### **8.4 Security copy**

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





## 9 REFERENCES

### 9.1 Bibliography

Anon, 2015, *Whitehill and Bordon Relief Road Phase II: Written Scheme of Investigation for Archaeological Monitoring of Land at Bordon, Hampshire*

Archaeology Data Service (ADS), 2013 *Caring for Digital Data in Archaeology: a guide to good practice, Archaeology Data Service & Digital Antiquity Guides to Good Practice.*

AMEC Limited, 2014 *Bordon Garrison Redevelopment Environmental Statement*, unpublished client report, AMEC Environment & Infrastructure UK Ltd.

Brown, D.H., 2011 *Archaeological archives; a guide to best practice in creation, compilation, transfer and curation*, Archaeological Archives Forum (revised edition).

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SMA, 1995 *Towards an Accessible Archaeological Archive*, Society of Museum Archaeologists.



## 10 APPENDICES

### 10.1 Appendix 1: OASIS form

Project name	Whitehill and Bordon Relief Road Phase II Advance Site Clearance Works
Short description of the project	Wessex Archaeology was commissioned by Mildren Construction on behalf of Hampshire County Council to carry out an archaeological watching brief during advance site clearance works for the Whitehill and Bordon Relief Road Phase II in Hampshire. The clearance works involved the removal of tree stumps along the route of the proposed relief road between National Grid Reference (NGR) 479230 133920 and 478830 135495. The watching brief was undertaken between the 4th April and the 18th May 2016. The watching brief monitored the removal of tree stumps after felling via mechanical excavation and with the use of stump cutters and grinders. No archaeological remains were identified during the watching brief. In parts of the site excavations were not to a sufficient depth to reveal any surviving archaeological remains, and in other areas the excavations revealed deposits of modern made-ground and evidence that the area had been landscaped in the past. The clearance works were partially located along the route of an embankment for a now disused military railway, which is understood to account for the majority of earlier landscaping.
Project dates	Start: 04-04-2016 End: 18-05-2016
Previous/future work	Yes / Not known
Any associated project reference codes	A2016.53 - Museum accession ID
Any associated project reference codes	112900 - Contracting Unit No.
Type of project	Recording project
Site status	Conservation Area
Current Land use	Woodland 3 - Mixed
Monument type	LIGHT RAILWAY Modern
Significant Finds	NONE None
Investigation type	""Watching Brief""
Prompt	Planning condition

#### Project location

Country	England
Site location	HAMPSHIRE EAST HAMPSHIRE WHITEHILL Whitehill and Bordon Relief Road Phase II Advance Site Clearance Works





Postcode	GU35 9BS
Study area	12.3 Hectares
Site coordinates	SU 478830 135495 50.918866079998 -1.318729185905 50 55 07 N 001 19 07 W Line
Site coordinates	SU 479230 133920 50.917446396937 -1.318180815195 50 55 02 N 001 19 05 W Line
Height OD / Depth	Min: 76m Max: 93m

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### Project creators

Name of Organisation	Wessex Archaeology
Project brief originator	with advice from County Archaeologist
Project design originator	Hampshire County Council
Project director/manager	Ruth Panes
Project supervisor	Tom Burt
Type of sponsor/funding body	County Council
Name of sponsor/funding body	Hampshire County Council

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### Project archives

Physical Archive Exists?	No
Digital Archive recipient	Not Yet Transferred
Digital Archive ID	A2016.53
Digital Contents	"other"
Digital Media available	"Images raster / digital photography"
Paper Archive ID	A2016.53
Paper Contents	"other"

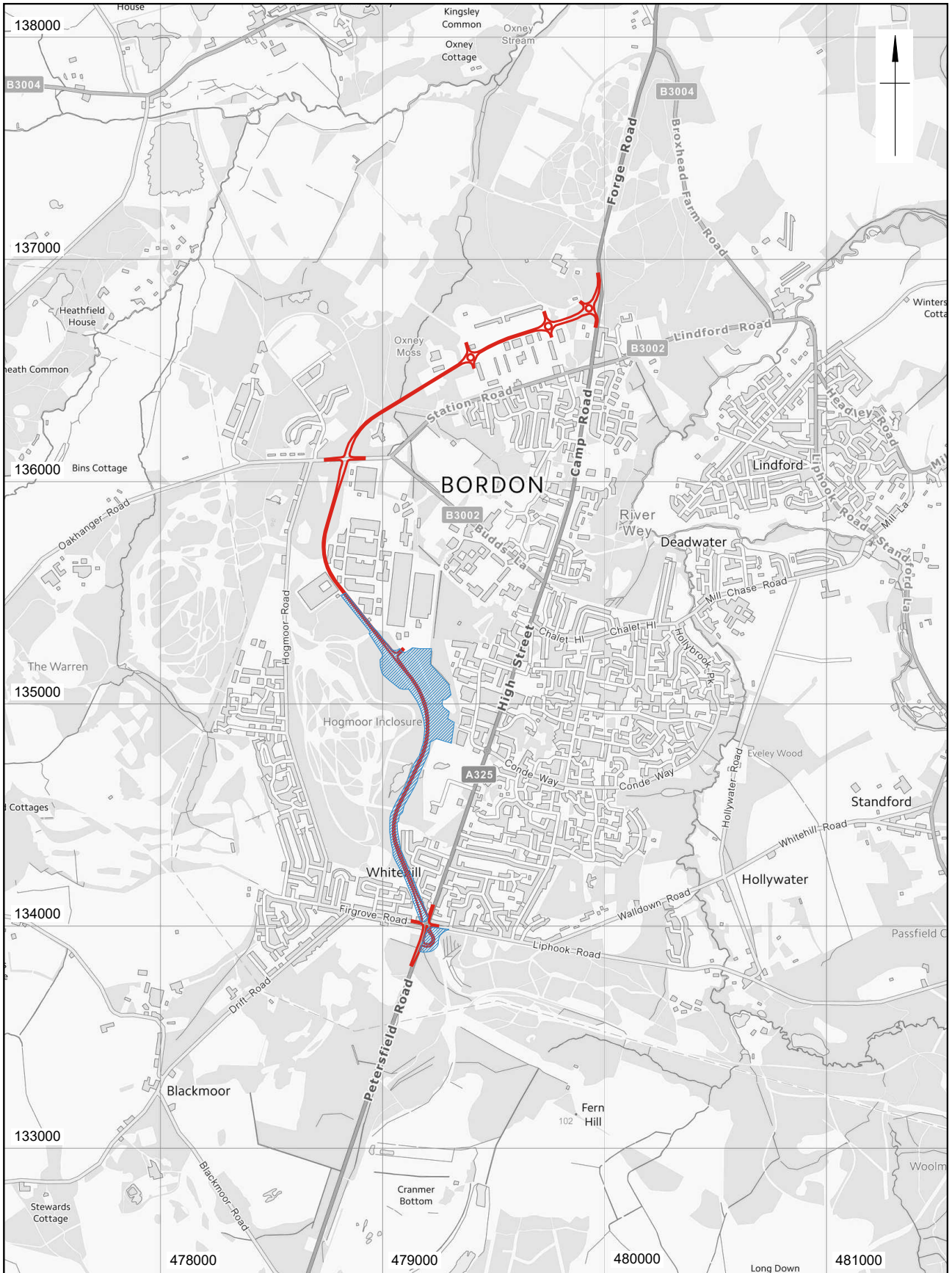


Paper Media available "Notebook - Excavation", " Research", " General Notes", "Plan", "Report"

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## Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
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Site location plan with proposed scheme and watching brief area

Figure 1





Plate 1: View of the northern part of the watching brief area



Plate 2: View of the disused railway route


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Plate 3: Central section of the scheme and sandy track through Hogmoor inclosure



Plate 4: Stump removal process using a stump cutter


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Plate 5: Stump removal with an excavator fitted with a grinder



Plate 6: Stump removal using an excavator fitted with a rake attachment


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Plate 7: Stump hole on a railway embankment, view from the north



Plate 8: Representative section within stump hole, view from the north-east

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Wessex Archaeology Ltd registered office Portway House, Old Sarum Park, Salisbury, Wiltshire SP4 6EB  
Tel: 01722 326867 Fax: 01722 337562 info@wessexarch.co.uk www.wessexarch.co.uk



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