

Southampton Archaeology Unit

Report 1132

Archaeological Watching Brief on Trial Holes for Works at Central Station North Quarter, Southampton, SOU 1613

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Client: Southampton City Council



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Cover photo: Blechynden Terrace, looking east

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Site code	SOU 1613
Archaeology Unit report	1132
Ordnance Survey grid reference	SU 41407 12276
SCC accession number	2013.2

1. Summary

A watching brief was carried out by Southampton City Council Archaeology Unit on 73 trial holes excavated in the Central Station North Quarter area in advance of improvements to the area.

The historic shoreline passed through the south part of the site, but the trenches in that area did not expose beach deposits, although they were probably present at a greater depth.

A medieval road call The Strand ran along the historic shore since the medieval period at least. No trace of this was seen. The road crossed the Rollesbrook stream by a bridge, called Achard's Bridge since the medieval period. No trace of the bridge was seen, but one trench was probably in the trench dug to culvert the stream in the area by the bridge.

Several trenches were located on the approximate line of the late 18th century Southampton and Salisbury Canal. Those trenches revealed deposits that may have been the 19th century fill of the canal, but no evidence directly relating to the canal construction or use was observed.

The area was developed for housing in the 19th century and several trenches located on Commercial Road and between Commercial Road and Blechynden Terrace revealed structural features and deposits related to the 19th century development. Remains of houses, pubs, commercial premises and their gardens survived, in many cases not far from the surface. A number of these properties were bombed during the Second World War and caches of artifacts from the blitz may well be preserved in such areas.

2. Introduction

The Archaeology Unit of Southampton City Council carried out an archaeological watching brief on 73 trial holes at Central Station North Quarter (Fig 1) on behalf of Southampton City Council. Improvements to the area (including parts of Southbrook Road, Blechynden Terrace, Wyndham Place, and Commercial Road) will be carried out by Southampton City Council and prior to this work the area was investigated with a series of trial holes and core-holes. The site is in Local Area of Archaeological Potential 7 (Bannister's Park) and there have been several archaeological projects and casual finds in the area, but little was known of the archaeology of the area to be subject to the works.

Observations were made by A Fedorowicz and AVF Welch between 14 January and 6 February 2013. The project was managed by MF Garner and this report was completed by PR Cottrell and edited by Dr AD Russel. The archive will be deposited with Southampton City Council Collections on completion of the project under accession number 2013.2.



Figure 1. Site Location (indicated in red)

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3. Aims of the investigation

The purpose of the fieldwork was 'to make a record of the deposits that survive beneath the surface. In addition the nature, dimensions, and relationship of natural deposits will be noted and recorded if revealed' (Garner 2013, 3). The information was to be used to assist Southampton City Council in making an informed decision as to the need for further archaeological work before or during the future works.

4. Watching brief methodology

The methodology followed that specified in the Written Scheme of Investigation (Garner 2013). The archaeological work on site consisted of the observation of trial holes and trenches (Trenches 1 to 63) scattered across many locations (Fig 8 and Appendix 1).

All archaeological records were made using the Southampton City Council archaeological recording system. The colours of deposits were recorded using the Munsell Soil Color Chart and

these are used in this report (Munsell Color 2000). Context numbers 1–152 were issued. Finds were recovered. The archive will be deposited in the Southampton City Council Collections.

5. Site location, topography and geology

The site was located to the north of Southampton Central Railway Station and includes parts of Southbrook Road, Blechynden Terrace, Wyndham Place, and Commercial Road. The area is centred on grid reference SU 41407 12276. At present the site is occupied by roads, footpaths, paved areas, grassed areas, and flower beds.

The Rollesbrook flows south through the area, from the Common to the River Test, but much of its course is now culverted. Historic maps show that the stream divided into two channels north of Blechynden Terrace and Southbrook Road. Commercial Road slopes down from the west and east into the valley of the Rollesbrook. Spot heights on Commercial Road shown on Ordnance Survey maps are 7.3m OD to the west (by Hill Lane), 5.49m OD north of the modern Frobisher House (converted from a map of 1933 and corrected to the Newlyn Datum) and 9.8m OD to the east by the Mayflower Theatre.

The southern limit of the site lies approximately on the former north–east shoreline of the estuary of the River Test. A large area of tidal mudflats is shown to the south on 19th century maps. The line of the 18th century shore is approximately marked by the south side of Southbrook Road (on the west) and Blechynden Terrace (on the east). The modern roads are fairly level with a spot height of 2.74m OD near the modern railway station (converted from a map of 1933 and corrected to the Newlyn Datum) in the vicinity of the distributaries. At the east end of Blechynden Terrace, Kingsbridge Lane rises up to higher ground. A spot height on the west end of Kingsbridge Lane (close to Blechynden Terrace) is 5.2m OD.

The geology map (British Geological Survey 1987) shows most of the site to lie on the *Wittering Formation*, laminated clays and sands with clay laminae, of the *Bracklesham Group*. To the west of the Rollesbrook valley, *River Terrace Deposits (mainly gravel)* of terrace number 3 overlie the *Wittering Formation*. *Estuarine Alluvium* survives along the former shoreline (approximately Southbrook Road and Blechynden Terrace) with *Made Ground* to the south.

6. Historical and archaeological background

6.1 Historical Background

The earliest historical references to the area are in the west boundary of the medieval Borough of Southampton which ran down the Rollesbrook stream. The first record of the boundary drawn up in 1199 records the stream as issuing onto the shore under Achard's Bridge (later known as Four-post bridge) (Davies 1883, 41). By 1488 it was known as Acorn Bridge, and in 1600 the vanes at Hill Bridge were in disrepair (Davies 1883, 43).

The bridge carried the main routeway west from Southampton over the Rollesbrook. References to the route by the shoreline exist from at least the mid-13th century when it was referred to as 'vico qui vocatur la Stronde' (Blake 1981, 51) meaning 'the street called the Stronde', 'strand' being the Old English word for 'shore'. In the 1270s it was referred to as 'strata super Strondam' (*ibid*, 159) meaning 'street on the shore'. The earliest map of Southampton, dating from the late 16th century, shows this route with a slight strip of land between it and the waterfront. It remained a routeway well into the 18th century (Fig 2).

In the Middle Ages the area was used for agriculture with a farm at Bannister's Park and the village of Hill, just outside the borough on Hill Lane. Natural springs in the area were used for a medieval water-supply system with Conduit Head near Hill Lane and Conduit House (SAM No 187) on the corner of Commercial Road and Water Lane. The conduit supplied water to the friary within the walled medieval town of Southampton (about 700m to the south-east of the site) and later became the municipal water supply.

The late 16th century map also shows a lane, known as Goswell Lane, linking the Strand to Above Bar to the north-east. The northern end of this lane survives as Cumberland Place and Water Lane. Its southern continuation may follow the eastern property boundary of the Mayflower Theatre. This boundary has existed since at least the mid-19th century and was presumably established along the pre-existing lane.

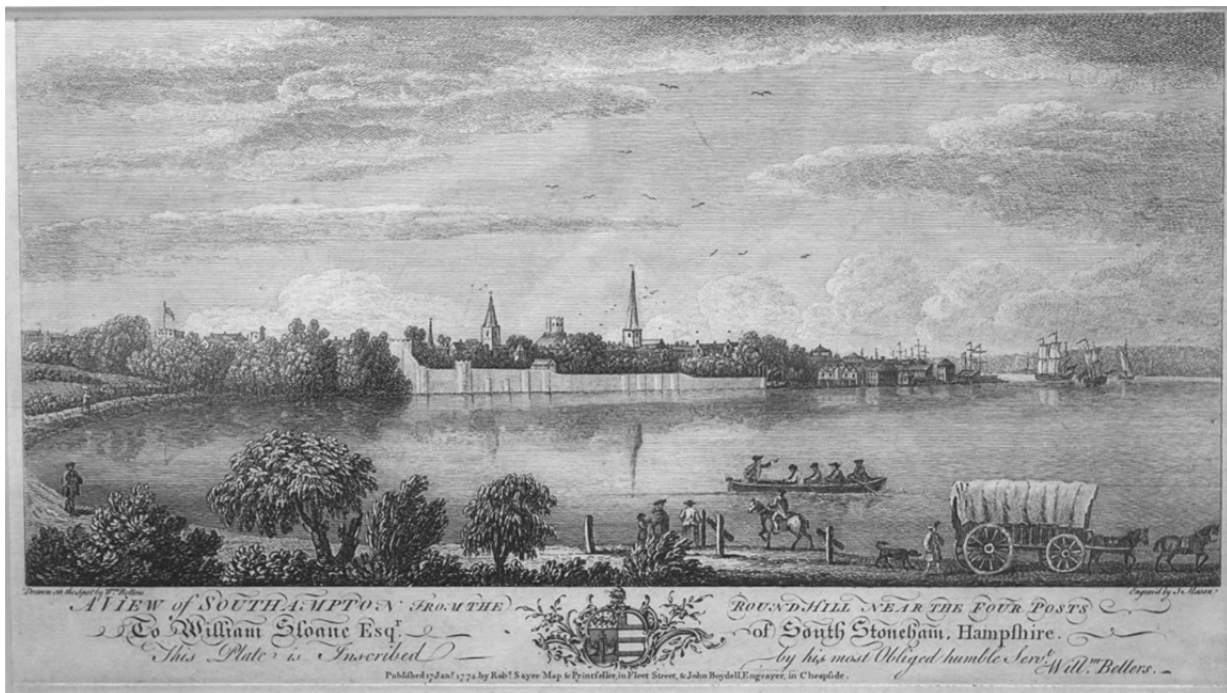


Figure 2. An 18th century view of Southampton from the west showing the Strand route along the shore in the area of the site, and the Four Posts bridge with its vanes.

In the late 18th century the Polygon development was started but not completed, and a road called 'New Road', on the line of the later Commercial Road, was built. Construction of the Southampton to Salisbury Canal commenced in 1795 (Welch 1966). The canal route ran along the north shore of the River Test through Millbrook and was intended to continue to Northam, with a tunnel under West Marlands. Construction of the tunnel encountered problems with bad ground and poor construction and it may never have been completed. The line of the canal west of the tunnel is shown on Doswell's Water Map, compiled between 1803 and 1827 (Fig 3). Comparison of this and the 1846 Royal Engineers' Map of Southampton (Fig 4) shows that the tunnel entrance was located just north of Kingsbridge Lane and that Blechynden Terrace and Southbrook Road are roughly on the line of the backfilled canal (Fig 6). Doswell's map also shows the first stages of reclamation and development along the shore.

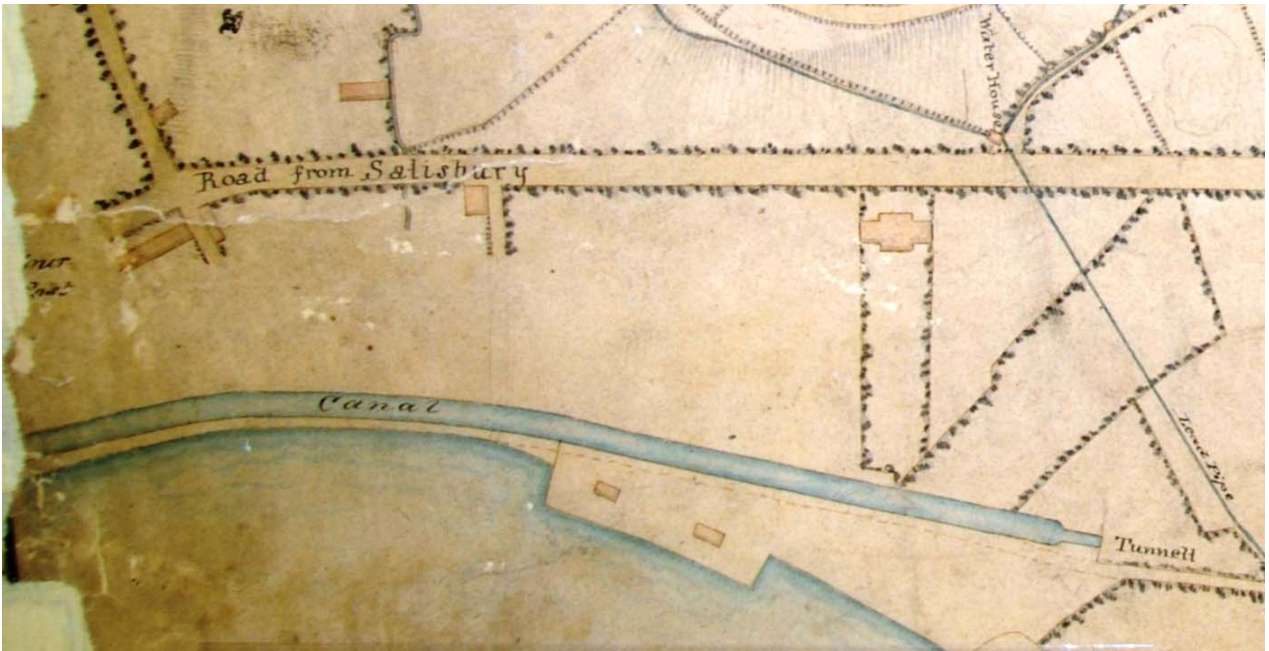


Figure 3. Detail of Doswell's "Water Map" of 1803–1827 showing the Southampton and Salisbury Canal.



Figure 4. Detail of the Royal Engineers' map of 1846 showing the area of the site.

In the 19th century developments included roads, houses, a brewery, railway lines and a station. The Southampton and Dorchester Railway, with a new tunnel near the present Civic Centre, was constructed in the 1840s. At first there was a temporary station in Blechynden Terrace but this was replaced with a station known as *Southampton West* from 1858. A new station was built and opened in 1895 followed by further additions and it was renamed Southampton Central in 1935. An embankment for the Didcot, Newbury and Southampton Railway was constructed in the 1880s in the Rollesbrook valley but was not used.

More terraced houses were built early in the 20th century, a Drill Hall was built at Hamilton House before 1912 and the present Mayflower Theatre was opened in 1928 as the Empire Variety Theatre. The area of the site suffered much bomb damage during the Second World

War (Fig 6). The clearance of the terraced houses and other buildings took place in stages until c1970. Wyndham Court was built in the 1960s and was followed in the 1970s by other large developments.



Figure 5. A view of Blechynden Terrace before the railway was built.

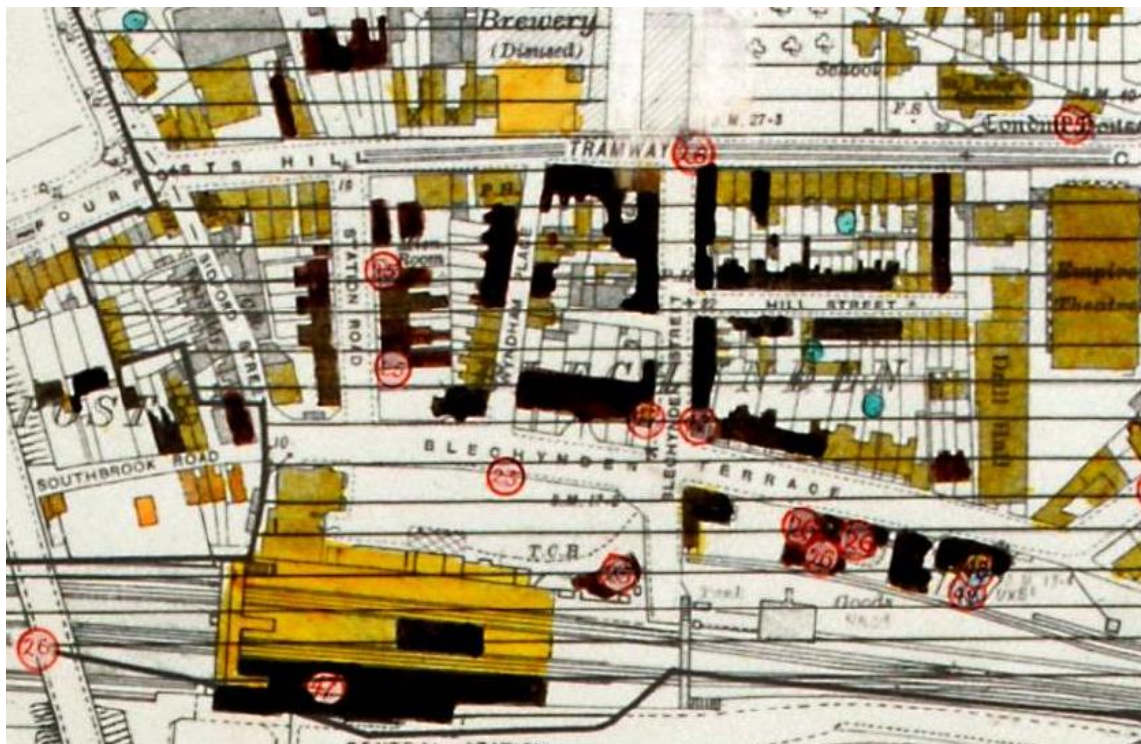


Figure 6. Map showing the extent of bomb damage in the area.

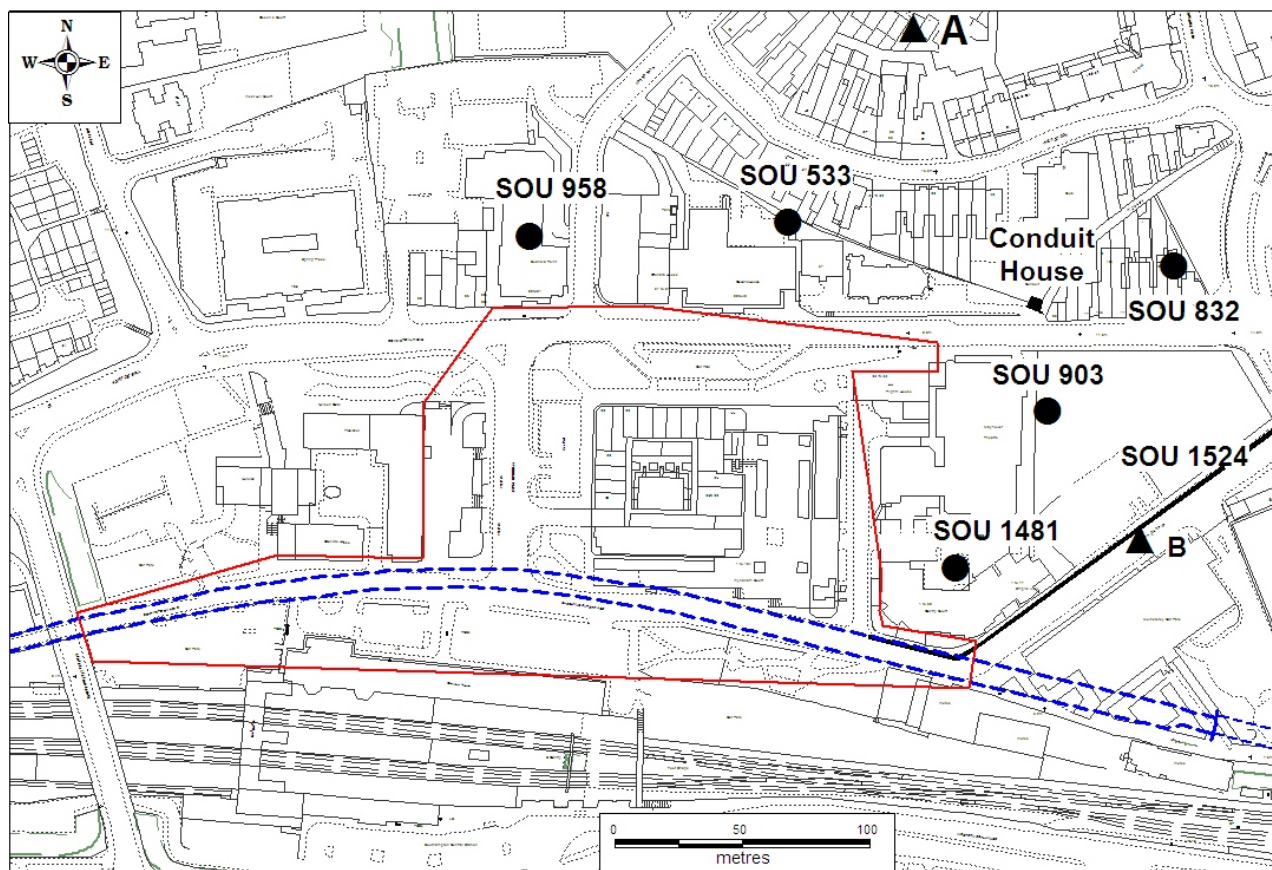


Figure 7. Previous investigations in the area and the estimated line of the Southampton and Salisbury Canal.

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6.2 Archaeological Background

The site is in Local Area of Archaeological Potential 7 (Bannister's Park) and there have been several archaeological projects and casual finds in the area (Fig 7). Prehistoric evidence has been recorded across much of the area and Roman occupation evidence has been found in London Road and Archers Road. Palaeolithic hand axes were found before 1919 in The Polygon and West Park Road (Fig 7, A & B).

Conduit House was investigated in the 1980s and 1990s (SOU 243/269/270/444). A series of features below the north wall of the medieval building possibly indicates a previous structure. Several pipe trenches were excavated on the north and west sides but none of the *in situ* pipes were medieval. Fragments of ceramic pipe possibly were part of the medieval system.

A watching brief was carried out on the construction of Thornycroft House, Commercial Road (SOU 533). A length of lead pipe from the conduit was found in the north-east corner of the site.

A prehistoric worked flint and four sherds of post-medieval pottery were found during a watching brief (SOU 832) at 3 Commercial Road.

A watching brief between West Park Road and Commercial Road (SOU 903) revealed small quantities of residual prehistoric worked flint and medieval ceramics.

At a watching brief at 69–81 Commercial Road (SOU 958) layers of recent deposition comprising disturbed topsoil and made ground were observed. A brick feature associated with a former brewery was also exposed.

An evaluation excavation (SOU 1481) on land to the south of the Mayflower Theatre showed that there had been significant disturbance of much of the site in the 19th and 20th centuries. The only evidence for human activity related to 19th and 20th century properties.

A watching brief (SOU 1524) was carried out on pipe trenches in Havelock Road and West Park Road in 2010. A post-medieval soil layer and evidence for 19th century gravel digging were observed.

7. Results of the watching brief

The results are reported by trench, described chronologically. Gravel and stones refer to naturally occurring flint pebbles. Surface levels given for trenches are approximate, based on known levels on adjacent manhole covers. Trench locations are shown on Figure 8. At some locations (eg Trench 60) several holes were made and these were identified as eg T60, T60A, T60B, and T60S. The 'S' suffix denotes a hole for a soakaway test.

Trench 1

Trench 1 was on the north side of Commercial Road. It was 0.6m deep and exposed only services and modern deposits.

Trench 2

Trench 2 was on the north side of Commercial Road. It was 0.6m deep and did not reach the natural.

20th century

At the base of the trench was layer 6 a stony, greyish brown sandy clay loam over 0.53m thick containing fragments of brick, ceramic pipe and a fragment of a Minton-type mosaic floor tile with cement adhering. It was overlaid by modern surface deposits 0.15m thick. The location coincided with the street frontage of the former Victoria Brewery building and the deposit may have been related to its demolition.

Trench 3 & 3A

Both trenches were on the west corner of Commercial Road and Wyndham Place. Trench 3 was 920mm deep, 3A was 1000mm deep. Neither reached the natural.

19th century

The earliest evidence was feature 126, a foundation trench for brick wall footing, 81, aligned roughly north–south and at least 0.4m long. At least three courses of brick survived; the top was 0.7m below ground level. The bricks were red, 55mm thick and were bonded with lime mortar. It was overlaid by a modern deposit, 80. The trench was located at the site of the former Crown and Anchor public house, first recorded in 1818 and rebuilt in the 1920s. Wall 81 probably formed part of the original structure.

21st century

Context 80 was a deposit of brown soil 0.3m thick overlaid by context 79. Both contained recent plastic debris and were probably the fill of a service trench.

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Trench 4

Trench 4 was on the east corner of Commercial Road and Wyndham Place. It was 0.75m deep and did not reach the natural.

20th century

Layer 7 was stony, dark yellowish brown, silty clay loam over 0.35m thick with common slate fragments and a few small brick fragments. The top was 0.4m below ground level. It was cut by modern services (8).

Trench 5

Trench 5 was on the south side of Commercial Road, and was 0.97m deep.

Natural?

Layer 14 was very slightly stony, brown, sandy loam and was at least 0.35m thick. It was below early modern layer 13 and was 0.6m below ground level (c7.2m OD). It may have been a natural deposit.

19th century

Layer 13, above possible natural layer 14, was stony, dark greyish brown silty clay loam, over 0.7m thick, with a few flecks of brick. The top was 0.3m below ground level (c7.2m OD). Layer 13 was overlaid by context 12, very stony, dark yellowish brown, silty clay loam 0.07m thick and context 11, very stony, black, silty clay loam 0.06m thick with flecks of brick. The trench was located at the former junction of Blechynden Street at the south side of Commercial Road and layers 11 and 12 may be related to the former road, overlying a post-medieval to early modern soil, 13.

20th/21st century

Layers 12 and 13 were cut by modern services (15) and overlaid by modern surface deposits 240mm thick.

Trench 6

Trench 6 was on the south side of Commercial Road, and was 0.9m deep.

19th century

Layer 18, exposed in the base of the trench, was moderately stony, very dark greyish brown, silty clay loam with a few flecks of brick (or similar). It was at least 0.06m thick and was 0.8m below ground level. The trench location was at the frontage of the former Hamilton Terrace, possibly just north of the basement entry shown on the 1870 map.

20th century

Layer 18 was cut by a modern service trench (19) and was below a modern layer (10).

Trench 7

Trench 7 was on the south side of Commercial Road, and was 1.1m deep. It did not reach the natural.

19th century

Feature 152 was the foundation trench for a brick wall footing, 26, aligned north–south, 0.13m wide, 0.72m high and at least 0.1m long. Only a small part of it was within the trench. The bricks were red, bonded with grey mortar. It joined the north face of a second wall, aligned east–west (not numbered) but the join between the walls was not visible. The second wall was at least 1.2m long but was obscured by a service duct that ran along the top of it. Its north face was c400mm north of the south face of wall 130 in the adjacent Trench 7S and they probably represent the same wall. The location coincides with the front of the former 19th century

Hamilton Terrace and wall 26 possibly represents a party wall between two front basement entrances. The other wall was probably the base of the front wall of the houses.

20th century.

Context 25 was very stony, brown, silty clay loam over 0.6m thick with common fragments of brick, tile, slate and glass. It butted both sides of wall 26 and was overlaid by context 24, gravel in a dark yellowish brown, silty clay matrix with common brick fragments and a fragment of a stoneware bottle. These deposits probably derived from the demolition of the 19th century buildings.

Trench 7S

Trench 7S was on the south side of Commercial Road, and was 1.2m deep. It did not reach the natural.

19th century

Feature 132 at the north side of the trench was the foundation trench for a brick wall footing, 130, aligned east–west and at least 0.5m long. Three courses of brick were partly exposed; the bricks were red, 108mm wide and 72mm thick and bonded with yellow lime mortar; no complete bricks were exposed. A number of loose bricks were found adjacent to the coursed brickwork; these were similar and some had shallow frogs. Several loose modern, frogged bricks measuring 224mm x 105mm x 68mm were also found, with cement mortar adhering. The loose bricks probably came from the post-war demolition of the structure. Trench 7S was adjacent to Trench 7 and wall 130 may be the same as the un-numbered wall partly exposed in that trench.

20th century

Layer 131 was yellowish brown gravel at least 0.5m thick with fragments of modern brick and cement mortar. It butted wall 130 and was overlaid by context 129, yellowish brown gravel 0.6m thick with common fragments of brick, tile and concrete. These layers probably derived from the post-war clearance of the area.

Trench 8

Trench 8 was on the south side of Commercial Road, it was not observed.

Trench 9

Trench 9 was on the south side of Commercial Road, and was 0.6m deep. It did not reach the natural.

Late 19th/20th century

Feature 136 contained context 135, a concrete foundation 0.15m thick, overlaid by a brick wall footing, 134. The exposed part was 0.4m long and its alignment was unclear, but was probably east–west. Three courses of brick survived and the top was 0.1m below ground level. The bricks were modern, 68mm thick, frogged and bonded with cement mortar. They probably formed part of the front boundary wall of the Hamilton House Drill Hall, listed in Kelly's Street Directory for 1912.

Trench 9A

Trench 9A was on the south side of Commercial Road, and was 0.6m deep. It revealed only modern make-up.

Trench 10

Trench 10 was not excavated.

Trench 11

Trench 11 was on the east side of Wyndham Place. It was 0.57m deep and only revealed modern services and make-up.

Trench 12

Trench 12 was on the south side of Commercial Road, adjacent to Wyndham Court. It was 1.14m deep, but did not reach the natural.

20th century

Context 32 was yellowish brown sandy soil over 0.8m thick mixed with rubble including large fragments of concrete, brick fragments, ridge tile and Welsh slate. It had been cut by several service trenches, backfilled with the same material, and was overlaid by modern concrete. These deposits all relate to the construction of Wyndham Court in the 1960s.

Trench 13

Trench 13 was on the south side of Commercial Road, adjacent to Wyndham Court. It was 1m deep, but did not reach the natural.

20th century

Context 29 at the west end of the trench was a dump of stony, dark yellowish brown, silty clay loam at least 0.4m thick with common red bricks. It was overlaid by context 28, very stony, dark yellowish brown, silty clay loam over 0.3m thick that sloped down to the north and contained a large lump of concrete. Both were probably demolition deposits. Above them, context 27 was a levelling layer of very stony, yellowish brown, silty clay loam over 0.8m thick, cut by a service trench (30) and overlaid by modern surface deposits 0.2m thick. The location was formerly at the rear of number 58 Commercial Road, and the deposits probably relate to the construction of Wyndham Court.

Trench 14

Trench 14 was on the east of Wyndham Court. It was 1m deep, and did not reach the natural.

20th century

Context 73 was very stony dark yellowish brown, silty clay loam at least 0.95m thick containing common red brick fragments with both lime and cement mortar. Sample fragments were of red brick 105mm wide x 75mm thick and a diamond patterned paver 124mm wide x 45mm thick. Context 73 was cut by modern service trenches (69 and 71) and overlaid by modern surface deposits 0.25m thick. The location was on the site of the former number 40 Commercial Road and layer 73 may have been material from its demolition and the construction of Wyndham Court.

Trench 15

Trench 15 was on the west side of Wyndham Place. It was 0.9m deep, but did not reach the natural.

20th century

Context 106 was slightly stony, dark yellowish brown, silty clay loam at least 0.4m thick with fragments of brick, lime mortar and some cement mortar. A sample brick measured 225mm x 108mm x 60mm and had no frog. Layer 106 was cut by modern service trenches (108). The location was the site of a former house on the west side of Mount Place (later Wyndham Place) shown on the 1846 map and destroyed in the Blitz.

Trench 16

Trench 16 was on the west side of Wyndham Court. It was 1m deep. All the deposits were modern and no contexts were issued.

Trench 17

Trench 17 was on the west side of Wyndham Court. It was 0.7m deep. All the deposits were modern and no contexts were issued.

Trench 17A

Trench 17A was on the west side of Wyndham Court. It was 0.3m deep. All the deposits were modern and no contexts were issued.

Trench 17S

Trench 17 was on the west side of Wyndham Court. It was 1.2m deep, but did not reach the natural.

19th century

Layer 120 was exposed in the base of the trench. It comprised thin lenses of stoneless, yellowish brown sand and dark yellowish brown silt. It was at least 0.27m thick and was 0.94m below ground level. It contained fragments of red, local bricks with blue-header glaze on all surfaces. The bricks were 56mm thick. Above layer 120 and below wall 118, was context 119, stoneless, dark yellowish brown, sandy loam 0.28m thick. It contained fragments of bricks that were 105mm wide and 55mm thick. Feature 128 was the foundation trench for a brick wall footing, 118, aligned north–south and at least 1.0m long. At least three courses of brick survived; the top was 0.4m below ground level. The bricks were red, 250mm long and 75–80mm thick, bonded with sandy lime mortar. The location lies within the site of a building that formerly stood to the east side of Wyndham Place.

Trench 18

Trench 18 was on the west side of Wyndham Place. It was 0.9m deep but did not reach the natural.

19th century

Feature 127 at the east end of the trench was the foundation trench for a brick wall footing, 111, aligned north–south, at least 0.6m long. At least six courses of brick survived; the top was 0.28m below ground level. The lowest two visible courses were stepped out, so the footing was wider at its base. The bricks were red, without frogs, measuring 230mm x 110mm x 65mm and were bonded with lime mortar. The brickwork was overlaid by surface deposits. The wall location coincides approximately with the frontage of a house that stood on the east side of Mount Place (later Wyndham Place). Context 113, at the bottom of west half of the trench, was gravel in a brown, silty clay loam matrix, at least 0.03m thick, containing fragments of tarred roadstone. Above it was context 112, very dark, greenish grey, sandy clay, probably redeposited natural, overlaid by context 109, gravel in a brown, silty clay loam matrix, 0.42m thick, below modern surface deposits. In the east part of the trench wall, 111 was butted by context 110, gravel similar to 109 but over 0.55m thick.

20th century

Gravel 110 was cut by modern services (114). The trench location was at the east side of the former Wyndham Place, previously Mount Place.

Trench 19

Trench 19 was on the east side of Wyndham Place. It was 0.82m deep, but did not reach the natural.

19th/20th century

Context 21 was slightly stony, dark yellowish brown, silty clay at least 0.72m thick containing fragments of Reading Beds brick, ceramic sewer pipe and a few flecks of mortar. It was overlaid by modern topsoil (20) in a raised planter.

Trench 20

Trench 20 was on the south side of Southbrook Road at the far west of the site. It was 1.17m deep but did not reach the natural.

19th century

Context 49 was a layer of dark greyish brown gravel at least 0.1m thick at the base of the trench. It was below layer 48 and was 1.05m below ground level (c3.1m OD). The trench location was possibly on the line of the Southampton and Salisbury Canal so context 49 may be backfill. The gravel, 49, was overlaid by context 48, stony, dark greyish brown, sandy loam 0.4m thick containing brick fragments and early 19th century pottery. This may have been related to a house that stood on the south side of Southbrook Road by 1870 and was demolished when the road overbridge was built in 1934.

20th century

At the south end of the trench layer 48 was cut by a foundation trench (not numbered) aligned east–west containing a concrete foundation below five courses of red brick. It was not clear whether this was the foundation of the house or for a wall contemporary with the bridge. The concrete was overlaid by a modern levelling layer (47) beneath a tarmac surface.

Trench 21

Trench 21 was on the north side of Southbrook Road at the far west of the site. It was 1.17m deep but did not reach the natural.

20th/21st century.

Context 58 was extremely stony, dark greyish brown silty clay loam over 0.28m thick containing fragments of Reading Beds brick and slate, possibly from the West Country, including black-painted hanging wall tiles. Above it, context 57 was mixed soil 0.52m thick containing brick and concrete fragments and part of a ceramic sink. It was cut by a service trench (59) and overlaid by modern surface deposits 0.3m thick.

Trench 22

Trench 22 was on the south side of Southbrook Road at the far west of the site. It was 0.95m deep but did not reach the natural.

19th century

Layer 51 was stoneless, yellow clay with patches of light grey clay, at least 0.1m thick and was possibly natural. It was 0.9m below ground level (c2.84m OD). Layer 50 was a layer of dark greyish brown gravel 0.15m thick. Layer 49 (Trench 20) and layer 50 had a similar appearance and may be two parts of the same deposit. Both trenches were on the south side of Southbrook Road but were 60m apart. The trench location was possibly on the line of the Southampton and Salisbury Canal so contexts 50 and 51 may be backfill.

20th century

The gravel, 50, was overlaid by context 46, dark greyish brown, sandy loam 0.73m thick, mixed with clay, gravel, fragments of brick, tile, cement and Welsh slate, below levelling deposits and the tarmac surface. In the mid-19th century number 4 Southbrook Road stood here and the context is probably related to the post-war demolition of the house.

Trench 23

Trench 23 was on the south side of Southbrook Road, in the vicinity of Achard's Bridge. It was 0.75m deep. All the deposits were modern and no contexts were issued.

Trench 24

Trench 24 was on the north side of Blechynden Terrace. It was 1m deep and possibly reached the natural.

Natural?

Buried soil (layer 53) was exposed in the base of Trench 24, below early modern layer 52. It was slightly stony, black, silty clay loam with no cultural material. It was 0.05m thick and was 0.95m below ground level (c3.09m OD). It may have been a soil at the base of the Rollesbrook valley, predating the 19th century development.

19th century

The trench was dug in two parts, each 1.0m deep. The north part was located on the pavement at the north side of Southbrook Road and the south part in the carriageway 300mm to the south. The possible natural soil, 53, at the base of the north trench, was overlaid by context 52, stony, black, sandy loam 0.1m thick. Its top was 0.85m below the surface (c3.09m OD) and the soil was wet. Finds from it included fragments of late 19th century pottery, a porcelain candle holder, bottle glass including a Codd lemonade bottle, Welsh slate and furnace clinker. It was cut by a recent service trench. At the bottom of the south trench context 56 was black soil over 0.13m deep and similar to 53; its top was 0.87m below the surface. Finds from it included oyster shell and late 19th to 20th century glass and pottery. Above it, context 55 was mixed soil 0.3m thick, mainly stony, yellowish brown sandy clay loam containing fragments of red bricks, yellow bricks 108mm wide x 68mm thick, furnace clinker, slate and pottery. It was overlaid by context 54, stony, brown soil 0.5m thick with brick rubble and late 19th to 20th century glass and pottery. The trench location, as shown on the 1846 and 1870 maps, was in gardens immediately to the east of the course of the Rollesbrook. By 1896 the location was within the south end of a building shown on the map as a smithy. By 1910 the building had been truncated at its south end, probably for the widening of Blechynden Terrace. Layers 53 and 56 may have been garden soil and 52, 54 and 55 may be material deposited to raise the ground level when the location was built on in the late 19th century, or possibly deposits associated with its partial demolition or the road widening.

Trench 25

Trench 25 was on the south side of Blechynden Terrace. It was 0.97m deep but did not reach the natural.

19th century

The earliest deposit exposed, context 63, was stony, dark yellowish brown, silty clay loam 0.54m thick containing brick fragments including a machine-made blue Staffordshire floor brick and a frogged brick 70mm thick x 108mm wide with lime mortar on it. It was cut by multiple services (64) and overlaid by modern surface deposits and tarmac (40) some 0.38m thick. The trench location was close to the foreshore in 1846, where the Rollesbrook ran into the estuary,

but by 1868 it was part of the carriageway of Blechynden Terrace. Context 63 may have been backfill over the culverted Rollesbrook.

Trench 26

Trench 26 was on the south side of Blechynden Terrace. It was 1m deep but did not reach the natural.

19th century

Context 78 was stony, yellowish brown silty clay loam over 0.35m thick containing brick fragments, bottle glass and mid to late 19th century pottery. The trench location was close to the foreshore in 1846 but by 1868 it was part of the carriageway of Blechynden Terrace. Context 78 may be material used to raise the ground level in the 19th century.

20th century

Context 78 was cut by multiple services (64) overlaid in turn by a layer of tarmac, sand and modern tarmac.

Trench 27

Trench 27 was on the south side of Blechynden Terrace. It was 0.9m deep but did not reach the natural.

20th century

Three modern deposits were exposed, overlaid by later surfaces. Context 103 in the north of the trench was slightly stony, dark yellowish brown, silty clay loam at least 0.57m thick with brick, mortar and concrete fragments. Contexts 104 and 105 in the centre and south of the trench were very similar, slightly stony, brown silty clay loam at least 0.48m thick with fragments of brick and concrete. The location was partly on the site of the former Station Hotel and partly on the former pavement to the south, all removed in the post-war period. All three deposits were cut by modern services (101) and contexts 104 and 105 were overlaid in turn by concrete, tarmac, gravel and modern paving.

Trench 28

Trench 28 was on the south side of Blechynden Terrace. It was 0.98m deep but did not reach the natural.

19th century

Context 83 was stony, dark greyish brown, silty clay loam at least 0.3m thick containing fragments of local and Reading Beds brick. The top was 0.7m below ground level (c4.1m OD). It was overlaid by a modern deposit (82) that was cut by services (84). The trench location was close to the foreshore or beach in 1846 but by 1868 it was part of the carriageway of Blechynden Terrace. Context 83 was probably used to raise the ground level in the 19th century.

Trench 29

Trench 29 was on the north side of Blechynden Terrace. It was 1m deep. All the deposits were modern and no contexts were issued.

Trench 30/30A

Trench 30/30A was on the south side of Blechynden Terrace. It was 1m deep, and possibly reached the natural.

Natural?

Context 86 in the south part of Trench 30/30A was a layer of gravel in a matrix of dark yellowish brown, silty clay loam and was at least 0.38m thick. It was below early modern context 87 and was 0.64m below ground level (c4.56m OD). No finds or inclusions were observed and it is thought to be natural. The trench location, on the south side of Blechynden Terrace, was in a public garden close to the foreshore in 1846.

19th century

Context 88 in the north part of Trench 30/30A was stony, brown, silty clay loam at least 0.4m thick with a few small fragments of coal and Welsh slate. Contexts 86 and 88 were overlaid by context 87, a linear group of roughly rectangular limestone blocks aligned north–south. They formed a single course 0.22m high; the top was 0.32m below the road surface (c4.56m OD). A sample block was recovered and proved to be Purbeck limestone. The stone course was overlaid by context 89, stony, dark brown silty clay loam 0.4m thick containing fragments of local brick, 19th century china and 19th–20th century clay pipe. Blechynden Street was later extended south when the first railway station was built in 1847, across the east end of the garden to a level crossing on the railway. The truncated east end of the garden was bounded by a wall, shown on the 1870 map. The location of Trench 30 coincided closely with the position of the wall and context 87 probably represents its base. By 1897 Blechynden Street and Blechynden Terrace had been widened and the trench location lay within the carriageway at their junction. Layer 89 may be a levelling layer associated with the road widening.

Trench 31

Trench 31 was on the south side of Blechynden Terrace. It was 0.9m deep, and did not reach the natural.

19th century

Context 116 was gravel in a dark, yellowish brown, silty clay loam matrix at least 0.55m thick with a few fragments of red brick and lime mortar. A sample brick fragment was 110mm wide x 70mm thick. The gravel was overlaid in turn by a thin layer of tarmac with brick fragments, a thin layer of gravel and a layer c0.20m thick of coarse, tarred stone chippings. The trench location was south of Trench 30, on the line of the mid-late 19th century Blechynden Street, and context 116 probably represents a levelling layer overlaid by a series of road surfaces.

Trench 32

Trench 32 was on the north side of Blechynden Terrace. It was 0.4m deep, and only very modern deposits were revealed. No contexts were issued.

Trench 33

Trench 33 was on the south side of Blechynden Terrace. It was 0.8m deep.

Uncertain date

Layer 151 was slightly stony, brown, silty clay loam at least 0.11m thick; its top was 0.7m below ground level (c4.47m OD). It contained a few small fragments of burnt sandy clay or soft brick. The trench location was south of the Southampton and Salisbury Canal and by 1846 was at the south side of Blechynden Terrace. Layer 151 probably predated the formation of the road and may have been related to earlier reclamation of the foreshore.

19th century

Layer 151, of uncertain date, was overlaid by context 150, dark brown gravel 0.18m thick. This was probably early modern or modern levelling layer for Blechynden Terrace as it was overlaid by a layer of tarmac c300mm thick below modern road make up and tarmac. The trench location was at the south side of Blechynden Terrace by 1846.

Trench 34

Trench 34 was on the north side of Blechynden Terrace, adjacent to Wyndham Court. It was 1m deep.

20th century

At the base of the trench was context 66, a dark yellowish brown, silty clay loam at least 0.55m thick containing common fragments of brick rubble. Sample fragments were of red brick, unfrogged, 105mm wide x 65mm thick, and frogged yellow brick the same size. It was cut by services (67) and overlaid by modern surface deposits 0.12m thick. The trench location was at the site of the former Hamilton Cottages, which were destroyed in the Blitz and were cleared to make way for Wyndham Court.

Trench 35

Trench 35 was on the north side of Blechynden Terrace, adjacent to Gantry Court. It was 0.8m deep and did not reach the natural.

19th century

At the bottom of the trench was a compact layer of red brick, context 77. The top was flat, 750mm below ground level. It was overlaid by a modern deposit, 76, light yellowish brown gravel containing brick fragments with lime mortar, cut by a service trench (74). Layer 77 may have been a floor or yard surface related to a 19th century building. The trench location was at the site of the former Hamilton Cottages, shown on the 1846 map, which were destroyed in the Blitz and were cleared to make way for Wyndham Court.

Trench 36

Trench 36 was on the north side of Blechynden Terrace, south of Gantry Court, at the junction with West Park Road. It was 0.8m deep, and did not reach the natural.

19th century

Context 91 was slightly stony, brown, silty clay loam at least 0.38m thick mixed with lenses of gravel and containing fragments of local brick, Welsh slate, 19th century pottery and 19th century clay pipe. The top was 0.54m below ground level (c3.74m OD). It was overlaid by context 90, slightly stony, dark yellowish brown, silty clay loam 0.39m thick containing red brick fragments and lime mortar and cut by services (92). A sample brick fragment was unfrogged, 100mm wide and 68mm thick. The trench location was probably on the line of the Southampton and Salisbury Canal and was backfilled and part of a garden by 1846. Layer 91 was possibly canal backfill or garden soil, overlaid by deposits related to the making of West Park Road.

Trench 37

Trench 37 was on the south side of Blechynden Terrace, at its junction with West Park Road. It was 0.7m deep. All the deposits were very modern and no contexts were issued.

Trenches 38 to 44

These numbers were issued for locations of falling weight deflectometer tests but no holes were made.

Trenches 45 to 53

These trenches were 100mm diameter holes drilled to some 250mm deep to remove a core of the pavement and its make-up. They were not observed.

Trench 54

Trench 54 was on the north side of Southbrook Road. It was 1m deep, and did not reach the natural.

19th century

Layer 100 at the base of the trench was gravel in a matrix of brown, silty clay loam. It was at least 0.3m thick and was 0.7m below ground level (c2.9m OD). Trench 54 was possibly located on the line of the Southampton and Salisbury Canal, and layer 100 may be fill material. Layer 99 was above layer 100 and below layer 98. It was slightly stony, greyish brown, silty clay loam with no cultural inclusions and was 0.3m thick. Layer 98 was slightly stony, dark brown, silty clay loam with flecks of chalk. Chalk was brought to Southampton from cuttings further north for use as backfill by the railway so this deposit may have been make-up. It was overlaid by an early modern layer, 97, a slightly stony, black, silty clay loam 0.18m thick containing fragments of local brick, tarred roadstone and furnace clinker, probably a road make-up layer, below the modern tarmac.

Trench 55

Trench 54 was on the north side of Southbrook Road. It was 1m deep, and did not reach the natural.

19th century

Layer 96, exposed in the base of Trench 55, was gravel in a matrix of brown, silty clay loam. It was at least 0.23m thick and was 0.75m below ground level (c2.9m OD). It contained a few small fragments of local red brick. Layer 95 was above layer 96 and below modern layer 94. It was very slightly stony, brown, silty clay loam and was 0.32m thick. Layer 95 contained a fragment of brick of Reading Beds clay. Trench 55 was also possibly located on the line of the Southampton and Salisbury Canal, and layers 95 and 96 may be fill material. Layer 95 was overlaid by context 94, stony, very dark, greyish brown silty clay loam with fragments of red brick (68mm thick) and cement mortar, probably a road make-up layer, below the present tarmac surface.

Trench 56

Trench 56 was backfilled before it could be recorded.

Trench 57

Trench 57 was backfilled before it could be recorded.

Trench 58

Trench 58 was on the west side of Wyndham Place. It was 1.3m deep, and did not reach the natural.

19th century

Context 33 was slightly stony, black, sandy clay loam over 1.3m thick, overlaid by modern surfaces 0.15m thick. Finds recovered from 33 included burnt, shattered china, clay tobacco pipes dating from the late 19th to the early 20th century, Welsh slate, fragments of ceramic building material and drain pipe and a rod from a dry cell battery. The location was within the rear garden of a former house on the west side of Mount Place (later Wyndham Place) shown on the 1846 map and destroyed in the Blitz. The deposit probably represents garden soil accumulating in the bottom of the Rollesbrook Valley.

Trench 59

Trench 59 was on the west side of Wyndham Place. It was 1.3m deep, and possibly reached the natural.

Natural?

Layer 37 was stoneless, olive, sandy clay at least 0.5m thick. It was 0.8m below ground level. It contained no cultural material and had the appearance of a natural deposit, possibly the Wittering Formation.

19th century

Layer 37 was overlaid in turn by contexts 36, compact brick and mortar rubble 0.3m thick; 35, a black layer 0.2m thick recorded as “clinker” and 34, black soil 0.15m thick with fragments of brick and Welsh slate below modern surface deposits 0.15m thick. The location was at the rear of a former house on the west side of Mount Place, probably destroyed in the Blitz.

Trench 60

Trench 60 was on the west side of Wyndham Place close to its junction with Blechynden Terrace. It was 1.3m deep, and did not reach the natural.

20th century

Context 39 was brick rubble over 1.05m thick. Black material recorded as crushed asphalt was mixed with the bricks at the bottom of the trench. The rubble was overlaid by context 38, slightly stony, black, sandy clay loam 0.1m thick below modern surface deposits 0.15m thick. The trench was located within the footprint of a house called Ivy Mount, shown on the 1846 map, and destroyed during the blitz, and context 39 may be the fill of a cellar.

Trenches 60A/60B

Trench 60A/60B were on the west side of Wyndham Place close to its junction with Blechynden Terrace. It was 1.9m deep, and did not reach the natural.

20th century

Context 44 was very dark, greyish brown soil at least 1.0m thick mixed with rubble including early modern bricks, Welsh slate and 20th century debris including a bicycle. Below it, 1.9m below the surface, was a large diameter salt-glazed stoneware pipe (45) that the window sampling rig could not penetrate. The location was at the rear of a former house on the west side of Mount Place, probably destroyed in the Blitz. Deposit 44 may have been the fill of a modern sewer trench.

Trench 60S

Trench 60S was on the west side of Wyndham Place close to its junction with Blechynden Terrace. It was 1.2m deep, and did not reach the natural.

19th century

Feature 141 was the foundation trench for a brick wall, 140, aligned east–west, over 0.97m deep and at least 0.6m long. At least 13 courses of brick survived; the top was 0.24m below ground level. The bricks were red, measuring 225mm x 110mm x 62mm and were bonded with a hard lime or cement mortar. The location was at the site of a former house on the west side of Mount Place, possibly destroyed in the Blitz. Wall 140 was probably the wall of the rear extension. Wall 140 was butted by context 139, slightly stony, greenish grey, silty clay loam over 0.5m thick with lenses of brickearth, oyster shell and brick fragments. A sherd of blue decorated 18th century English stoneware and a clay pipe stem dated to the mid-late 18th century were recovered from it. Context 138 overlaid layer 139 and butted wall 140. It was slightly stony, dark, greyish brown, silty clay loam 0.46m thick, mottled with greenish grey, similar to context 139, with oyster shell, brick and Welsh slate. A sample brick measured 220mm x 103mm x 60mm

with no frog. The Welsh slate was wall cladding with a black tar coating over puttied joints. Late 19th century china and a fragment of Portland stone were also recovered. The location was at the site of a former house on the west side of Mount Place.

Trench 61

Trench 61 was on the south side of Blechynden Terrace. It was 1.4m deep, and did not reach the natural.

19th century

Context 43 at the bottom of the trench was very dark grey sandy loam 0.35m thick containing soot and fragments of china. The top was 1.0m below ground level. Above it, context 42 was dark, greyish brown, sandy clay loam 0.57m thick with brick fragments. The location, now at the north side of the Station forecourt was previously on the foreshore or beach, and was later used as nursery gardens until the 1890s. Context 43 may represent material used to raise the ground level to create the garden with context 42 being the garden soil.

20th century

Context 42 was overlaid by contexts 41, brick rubble 0.15m thick and 40, hardcore capped with tarmac, 0.3m thick in total. These are probably associated with the construction of the station.

Trench 61S

Trench 61 was on the south side of Blechynden Terrace. It was 1.2m deep, and did not reach the natural.

19th century

Context 125 at the base of the trench was very slightly stony, very dark, greyish brown, silty clay loam at least 0.03m thick. A sherd of white china was recovered from it.

20th century

Above 125 context 124 was very slightly stony, very dark, greyish brown, silty clay loam 0.25m thick with lenses of yellow gravel and containing brick and slate fragments. Finds from it included late 19th century china, ceramic pipe, Welsh slate, furnace clinker and brick. It was overlaid by context 123, a mixed deposit 0.17m thick of very slightly stony, brown, silty sand mixed with very dark, greyish brown silty clay loam and lenses of yellow clay with inclusions of cement mortar. Above it, context 122 was stoneless, dark grey, silty clay loam 0.11m thick with lenses of yellow clay. The top of the layer was flat and hard, possibly a former surface. A flat piece of limestone at the top of the deposit may have been part of a paved surface. It was overlaid by context 121, very slightly stony, very dark, greyish brown silty clay loam soil 0.6m thick for the grassed surface. These deposits are all probably associated with the station.

Trench 62

Trench 62 was on the west side of Wyndham Place. It was 0.7m deep and did not reach the natural.

20th century

Context 143 was a 0.62m thick layer of topsoil containing fragments of brick and concrete. A sample brick was frogged and measured 230mm x 105mm x 65. It was overlaid by context 142, topsoil 0.15m thick. This area was cleared as part of the construction of Wyndham Court in the 1960s and all the deposits were probably of that date.

Trench 63

Trench 63 was on the south side of Commercial Road. It was 0.7m deep and did not reach the natural.

19th century

Feature 147 was the foundation trench for wall 145, which was oriented east–west. It consisted mainly of rough blocks of limestone with fragments of local brick, bonded with gritted lime mortar and was at least 0.6m long and 0.15m high. One of the blocks was Quarr limestone. The trench was located close to the former frontage of 19th century buildings shown on the 1846 map. It probably represents a foundation for these buildings, re-using stone from an earlier building.

20th century

Context 146 was concrete over 0.3m thick that partly overlaid the stone wall, 145. Above it and also partly overlying the wall was layer 144, a very slightly stony, dark brown, silty clay loam 0.55m thick with fragments of brick and limestone, possibly derived from the wall. These deposits probably derived from the construction of Wyndham Court in the 1960s.

8. Discussion**8.1. Natural deposits**

One deposit in the centre of the site, layer 37 in Trench 59, had the appearance of the Wittering Formation. A layer of sandy loam, layer 14, in Trench 5 in Commercial Road, may have been natural brickearth, but it may have been redeposited. Two other deposits may have been formed by natural agencies: in Trench 30, approximately on the old shore line, was a layer of gravel, 86, and it may have been the old beach; in Trench 24, in the bottom of the Rollesbrook valley, was a soil layer, it may well have formed naturally.

8.2. The area of the Southampton and Salisbury Canal

Several trenches were located close to, or possibly on, the line of the canal. Possible fill deposits were observed in Trenches 20, 22, 36, 54 and 55, but no deposits that could be linked to the canal were seen. After the canal had been filled in the area was used for housing. Trench 20 contained a brick and concrete foundation overlaid by a layer containing demolition debris; both possibly related to a house on the south side of Southbrook Road that was demolished when the road bridge was built in 1934. Trench 22 contained a layer containing demolition debris probably related to the post-war demolition of a house on the south side of Southbrook Road.

8.3. The area of the former shore

Trenches 25, 26, 28, 30, 31, 33, 61 and 61S were located south of the approximate line of the Southampton and Salisbury Canal, close to the former shoreline. In 1846 the sites of Trenches 25, 26 and 28 were close to the shore, at the top of the beach, but no definite beach deposits were exposed. By 1868 they were within the carriageway of Blechynden Terrace and the exposed deposits were probably material used to raise the ground level.

Trenches 61 and 61S were slightly to the south, also at the top of the beach but no beach deposits were exposed. They lay within an area that was in use as nursery gardens by 1868 and the exposed deposits were probably related to this use.

Trenches 30, 30A and 31 were sited within an area shown on the 1846 map as a garden on the south side of Blechynden Terrace. The stone feature exposed in Trench 30 was probably the base of a wall erected when the garden was truncated by the extension of Blechynden Street. A gravel layer below it may represent an earlier beach deposit.

Trench 33 was sited at the south side of Blechynden Terrace, as it was in 1846. A soil layer of uncertain date probably predated the formation of the road and may have been related to earlier reclamation of the foreshore.

8.4. The area of Achard's Bridge

Trench 23 was in the vicinity of Achard's Bridge, but it was only 0.7m deep and exposed only modern material. Trench 25 was 0.97m deep and may have been within the backfill of a culverted part of the Rollesbrook to the east of Achard's Bridge.

8.5. The area of Commercial Road

Trenches 2–7, 9, 12–14, 62 and 63 were located on Commercial Road or within former properties that fronted onto it. Several trenches revealed structural features and deposits related to these properties.

Trench 2 was located at the street frontage of the former Victoria Brewery building and exposed a layer that was probably related to its demolition.

A brick wall exposed in Trench 3 was probably part of the original structure of the former Crown and Anchor public house, first recorded at this location in 1818 and rebuilt in the 1920s.

Trench 5 was located at the former junction of Blechynden Street at the south side of Commercial Road. A possible natural layer (14) was overlaid by a post-medieval to early modern soil and deposits that probably related to the former road.

Trenches 7 and 7S revealed walls that were probably part of the frontage of houses in Hamilton Terrace.

Trench 9 exposed a brick wall footing on a concrete foundation that probably formed part of the front boundary wall of the Hamilton House Drill Hall.

Trenches 13 and 14 revealed deposits that probably derived from the demolition of parts of Hamilton Terrace.

Trench 63 exposed the base of a wall consisting mainly of limestone. The trench was on the south side of Commercial Road close to the former frontage of the buildings shown on the 1846 map. The wall may represent a foundation for one of these buildings, or possibly an earlier building. It is unlikely to be earlier in date than the late 18th century as the New Road (later named Commercial Road) had not been laid out in 1771. A plan of that date shows a proposal for a different route, via The Polygon, with the area of the road as built shown as fields.

8.6. The area in the centre of the site

The remaining trenches were located in the area between Commercial Road and Blechynden Terrace that had been developed as a residential area by the mid-19th century. Several trenches revealed structural features and deposits related to the houses and gardens.

Trench 15, at the site of a former house on the west side of Mount Place (later Wyndham Place), exposed a layer with demolition debris.

Trench 17S revealed two layers of uncertain date containing possibly post-medieval brick fragments, and a brick wall footing. The location lies within the site of a building that formerly stood to the rear of the east side of Mount Place.

Trench 18 exposed a brick wall footing that was located approximately at the frontage of a former house on the east side of Mount Place. It may be related to a basement access or light well shown on the 1870 Ordnance Survey map.

A buried soil exposed at the bottom of Trench 24 may have been a naturally formed soil at the base of the Rollesbrook valley, predating the 19th century development. It was overlaid by a possible garden soil and material probably deposited to raise the ground level when the location was built on in the late 19th century, or possibly associated with later demolition and road widening.

Trench 27 exposed modern deposits with demolition debris. The location was partly on the site of the former Station Hotel.

Trenches 34 and 35 were on the site of the former Hamilton Cottages, shown on the 1846 map, which were destroyed in the Blitz. Trench 34 contained brick rubble. At the bottom of Trench 35 was a hard layer of red brick, probably a floor or yard surface.

Several trenches were located to the rear of former houses on the west side of Mount Place shown on the 1846 map and either destroyed in the Blitz or demolished afterwards. Trench 58 revealed a deposit containing demolition debris. In Trench 59 a possible natural deposit was overlaid by rubble and probable make-up layers. Trench 60S exposed a brick wall with at least 13 courses of brick remaining, probably part of the rear extension of a house. It was butted by a layer that may have been deposited to raise the ground level at the rear of the house, on the slope of the Rollesbrook valley. Trenches 60, 60A and 60B revealed rubble deposits. A hard surface at the bottom of Trench 60B may have been a paved or concrete surface in the former rear garden, which was probably at a lower level than the street.

9. Conclusions

Little of archaeological significance was revealed in the trenches, with most of the evidence of human activity being the remains of the houses that were built across the area in the 19th century. This may well have been due to the limited depth to which the trenches were dug, with only 34 of the 73 being dug deeper than 800mm. Forty-one of the trenches were positioned over known services, mostly in the pavements, also reducing the likelihood of observing archaeology. It does however suggest that if future groundworks are no deeper than 800mm then little damage will be caused to potential archaeology.

The areas of potentially significant archaeology are mostly to the south of the area, along the line of the 18th canal, and around the position of Achard's/Four Posts bridge. Details of the canal's construction and use are likely to be 1m to 3m from the surface, the backfill of the canal itself is of low significance. Timber remains of the medieval Achard's Bridge could well survive at depth, perhaps 1m to 3m from the present surface, if so they would be of high significance and any deep groundworks in that area should be observed. The bottom of the Rollesbrook valley is likely to contain waterlogged deposits and hillwash that could include evidence of environmental change in the area, in, but may be at a great depth and probably has been compromised by culverting.

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Appendix 1. Trench List

At some locations (eg Trench 60) several holes were made and these were identified as eg T60, T60A, T60B, and T60S. The 'S' suffix denotes a hole for a soakaway test.

Key

BT = Blechynden Terrace

CR = Commercial Road

CST = Central Station Parking

SR = Southbrook Road

WC = Wyndham Court

WP = Wyndham Place

Corehole = 100mm wide corehole to full depth of pavement

CBR test = trial hole at 0.5m and 1m for CBR test

Services = trial hole trench for statutory services locations

CBR test & soil sample = soil sample test and CBR test

FWD = falling weight deflectometer test

Soak away test trenches

Roots present trenches

- 1 100mm wide corehole to full depth of pavement
- 2 Trial hole at 0.5m and 1m for CBR test
- 3 Trial hole trench for statutory services locations
- 4 Soil sample test and CBR test
- 5 Falling weight deflectometer test

FWD is a testing device used to evaluate the physical properties of a pavement.

The California bearing ratio (CBR) is a penetration test for evaluation of the mechanical strength of road subgrades and basecourses.

Trench	Location	Reason /Type	Length (m)	Width (m)	Depth (m)	Notes
1	CR	Services	2.70	0.45	0.60	
2	CR	Services	3.60	0.45	0.60	
3	CR/WP	Services	0.70	0.47	0.92	
3A	CR/WP	Services	1.00	0.45	1.00	
4	CR/WP	Services	1.90	0.62	0.75	
5	CR	Services	1.90	0.61	0.97	
6	CR	Services	1.30	0.64	0.90	
7	CR	Services	2.55	1.20	1.10	
7S	CR	Soakaway	1.00	0.60	1.20	
8	CR	Services	0.88	0.46	0.70	Not watched
9	CR (east)	Services	1.40	0.50	0.60	

Trench	Location	Reason /Type	Length (m)	Width (m)	Depth (m)	Notes
9A	CR (east)	Services	0.50	0.45	0.60	
10	CR/WP	Services	-	-	-	Not dug
11	CR/WP	Services	0.62	0.62	0.57	
12	CR	Services	6.80	0.62	1.14	
13	CR	Services	6.20	0.62	1.00	
14	WC	Services	1.70	0.35	1.00	
15	WP	Services	4.05	0.62	0.90	
16	WP	Services	1.40	0.62	1.00	
17	WP	Services	1.26	0.62	0.70	
17A	WP	Services	0.62	0.62	0.30	
17S	WP	Soakaway	1.00	0.50	1.20	
18	WP	Services	3.60	0.62	0.90	
19	WP	Services	1.88	0.37	0.82	
20	SR	Services	1.70	0.50	1.17	
21	SR	Services	2.50	0.62	1.00	
22	SR	Services	1.70	0.50	0.95	
23	SR	Services	1.90	0.50	0.75	
24	BT	Services	1.45	0.55	1.00	
25	BT	Services	2.15	0.40	0.97	
26	BT	Services	2.10	0.50	1.00	
27	BT/WP	Services	4.00	0.62	0.90	
28	BT	Services	3.30	0.40	0.98	
29	BT	Services	2.50	0.62	1.00	
30	BT	Services	2.50	0.45	1.00	
30A	BT	Services	0.50	0.40	0.80	
31	BT	Services	2.50	0.40	0.90	
32	BT	Services	1.20	0.62	0.40	
33	BT	Services	2.10	0.48	0.80	
34	BT/WC	Services	2.40	0.48	1.00	
35	BT/WC	Services	1.20	0.46	0.80	
36	BT (east)	Services	1.90	0.50	0.80	
37	BT (east)	Services	2.15	0.40	0.70	
38	CR	FWD	-	-	-	No hole
39	CR	FWD	-	-	-	No hole
40	WP/CR	FWD	-	-	-	No hole
41	WP/BT	FWD	-	-	-	No hole

Trench	Location	Reason /Type	Length (m)	Width (m)	Depth (m)	Notes
42	BT	FWD	-	-	-	No hole
43	BT(west)	FWD	-	-	-	No hole
44	BT(east)	FWD	-	-	-	No hole
45	CR	Corehole	0.10	0.10	0.25	Not watched
46	CR	Corehole	0.10	0.10	0.25	Not watched
47	CR/WP	Corehole	0.10	0.10	0.25	Not watched
48	WP	Corehole	0.10	0.10	0.25	Not watched
49	WP	Corehole	0.10	0.10	0.25	Not watched
50	BT	Corehole	0.10	0.10	0.25	Not watched
51	BT	Corehole	0.10	0.10	0.25	Not watched
52	BT	Corehole	0.10	0.10	0.25	Not watched
53	BT (east)	Corehole	0.10	0.10	0.25	
54	SR	CBR test	0.35	0.35	1.00	
55	SR	CBR test	0.35	0.25	1.00	
56	CR	CBR test	0.40	0.40	1.00	
57	CR	CBR test	0.35	0.35	1.00	
58	WP (west)	CBR & soil	0.40	0.35	1.30	
59	WP (west)	CBR & soil	0.40	0.35	1.30	
60	WP (west)	CBR & soil	0.50	0.35	1.30	
60A	WP (west)	CBR & soil	0.45	0.40	0.50	
60B	WP (west)	CBR & soil	0.45	0.40	1.90	
60S	WP (west)	Soakaway	2.24	0.62	1.20	
61	CST	CBR & soil	0.35	0.30	1.40	
61S	CST	Soakaway	1.00	0.50	1.20	
62	CR/WP	Tree roots	4.00	0.35	0.70	
63	CR/WP	Tree roots	4.90	0.30	0.70	