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Waterfront Site, Mumby Road Gosport, Hampshire

Archaeological Evaluation Report



Planning Reference: 14/00076/FULL

Ref: 86261.02

June 2014



Waterfront Site, Mumby Road Gosport, Hampshire

Archaeological Evaluation Report

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Waterfront Site, Mumby Road Gosport, Hampshire

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Waterfront Site, Mumby Road Gosport, Hampshire

Archaeological Field Evaluation Report

Summary

Wessex Archaeology was commissioned by Armour Heritage, on behalf of Beaulieu Properties LLP, to undertake an archaeological field evaluation on land at the Waterfront site, Mumby Road, Gosport, Hampshire, centred on National Grid Reference (NGR)462030100040.

A planning application for a mixed-use development, comprising a food store, commercial unit and up to 48 residential units has been submitted to Gosport Borough Council. A Heritage Statement was submitted with the application which considered further investigative works would be necessary to investigate the archaeological and palaeoarchaeological potential of the Site prior to commercial development.

The work comprised the machined excavation of three trial trenches, incorporating three geoarchaeological test pits, excavated under archaeological conditions.

A ditch, gully and wall footings were recorded in the trenches and relate to post-medieval or later activity within the site. Although no artefacts were recovered from the fills of the ditch and gully recorded in Trench 2, the presence of eroded brick flecking noted within these deposits is suggestive of a post-medieval date. All of the five wall footings recorded within the trenches were constructed post-1824, and the location and alignment of the structures appears to correspond to the buildings recorded on the 1898 Ordnance Survey mapping.

A similar deposit model was recorded in all three test pits, and comprised unbedded and mixed upper gravel deposits, lenses of sand indicative of fluvial deposition, and weakly bedded gravels. There was no indication of stand-still phases, land surfaces, or other layers with archaeological or palaeoenvironmental potential.

The work was carried out between 2nd and 4th June 2014.



Waterfront Site, Mumby Road Gosport, Hampshire

Archaeological Field Evaluation Report

Acknowledgements

The project was commissioned by Armour Heritage on behalf of Beaulieu Properties LLP, and Wessex Archaeology is grateful to Rob Armour Chelu in this regard.

The fieldwork was undertaken by Susan Clelland and Nikki Mulhall. The report was prepared by Susan Clelland and the report illustrations were prepared by Elizabeth James.

The project was managed on behalf of Wessex Archaeology by Sue Farr.



Waterfront Site, Mumby Road Gosport, Hampshire

Archaeological Field Evaluation Report

1 INTRODUCTION

1.1 Project background

- 1.1.1 Wessex Archaeology was commissioned by Armour Heritage Limited on behalf of Beaulieu Homes LLP, to undertake an archaeological evaluation on land off Mumby Road, Gosport, Hampshire (hereafter 'the Site'), centred on National Grid Reference 462030100040 (**Figure 1**).
- 1.1.2 A planning application has been submitted to Gosport Borough Council for the demolition of the existing buildings and the erection of a food store, commercial unit and up to 48 no. residential units. A Heritage Statement (WA 2012) was submitted with the application and detailed the archaeological and historical background to the Site.
- 1.1.3 Consultation between Armour Heritage (the Archaeological Consultant) and the Senior Archaeologist at Hampshire County Council, (Archaeological Advisor to Gosport Borough Council) on the current application, resulted in the requirement for further archaeological investigations at the Site, comprising trial trenching and geoarchaeological test pitting.
- 1.1.4 The archaeological field evaluation comprised three machine excavated trial trenches in an accessible area of car park on the eastern side of the Site. In addition geoarchaeological test pits were excavated within these trial trenches to investigate the palaeoenvironmental potential of the Site.

1.2 The Site

- 1.1.5 The Site comprised an area of land of approximately 0.69ha, located between Mumby Road and Harbour Road, Gosport, Hampshire. Extant industrial buildings were present across the western side of the Site with an area of car park to the east. The evaluation trial trenching was undertaken within the area of car park (**Figure 1**).
- 1.1.6 The Site was located within Gosport's High Street Conservation Area, which includes Grade II Listed Buildings in North Cross Street and the Locally Listed former Clarence Square School building, which lies adjacent to the Site at its northeast end (WA 2012).
- 1.1.7 The Site is relatively level, lying at an elevation of approximately 5m above Ordnance Datum (aOD). The area of car park forming the east of the Site rose from 3m aOD at its northern end to 4.35m aOD at its southern extent.
- 1.1.8 The British Geological Survey has mapped the underlying geology of the Site as Palaeogene Wittering Formation, comprising sand, silt and clay, which is overlain by superficial Quaternary River Terrace Deposits comprising sand and gravel (BGS 2014).



2 ARCHAEOLOGICAL BACKGROUND

2.1 Introduction

2.1.1 The archaeological and historical background to the Site has already been comprehensively assessed through an archaeological desk based assessment completed in 2012 (WA 2012). As such, only a very brief summary of this information is presented below.

2.2 Prehistoric archaeology

2.2.1 There is limited evidence for prehistoric activity within the Site's immediate environs and indeed the wider surroundings of Gosport. However, the Site's location close to natural harbours such as Portsmouth would have facilitated human activity in the prehistoric period, and several isolated stray finds of prehistoric flint tools have been retrieved from the coastal areas of Gosport.

2.3 Romano-British activity

2.3.1 Romano-British activity within the wider landscape is focused on the Roman fort at Portchester, located 4.3km to the north of the Site. There is no direct evidence for settlement activity in the Gosport area in the Romano-British period, however, Roman pottery, possibly associated with the loading of vessels, has been recovered during dredging activities to the south of Burrow Island, c. 600m to the north of the Site.

2.4 Early medieval and medieval activity

2.4.1 There is no archaeological evidence for Anglo-Saxon/early medieval activity within the Site's immediate environs, however, Gosport is thought to have been located within the manor of Alverstoke, recorded in the Domesday Survey (1086).

2.4.2 Gosport itself is first recorded in 1241, although it's likely its foundation dates back to 1204, when the street grid for the new settlement is likely to have been laid out.

2.4.3 There is little archaeological evidence regarding the early development of Gosport, which is likely due to both limited archaeological investigations and to extensive damage caused by Second World War bombing, and subsequent redevelopment (WA 2012).

2.4.4 Remains of 15th century timber-framed buildings have been documented during a watching brief at 16-17 North Cross Street c. 60m to the southwest of the Site, with additional medieval remains recorded further to the north.

2.5 Post-medieval and modern activity

2.5.1 During the 16th century Gosport is referred to as a small fishing village, however, the growing importance of Portsmouth as a naval base in the 17th century and the necessity to protect Portsmouth Harbour resulted in its increased development. During this period, numerous industries were established in Gosport, including ship building, iron working and ropemaking (WA 2012).

2.5.2 By the end of the 18th century, Gosport had become a strongly defended walled town. The alteration and improvement works continued during the Napoleonic Wars and into the Victorian period.

2.5.3 The early editions of Ordnance Survey maps (1898, **Figure 2**) illustrate the Site is densely occupied by residential properties fronting onto Clarence Square to the north, North Street to the south and a small north-south aligned lane which bisects the Site by the late 19th



century. At that time Clarence Square was a large open space and provided open views from the Site towards Clarence Wharf to the north and Portsmouth Harbour to the north-east.

- 2.5.4 Gosport suffered from bomb damage during the Second World War and the 1952 Ordnance Survey map illustrates areas which sustained damage as a result of the military attacks. The Site, apart from its central part, is marked as ruin.

3 METHODOLOGY

3.1 Evaluation strategy

- 3.1.1 The methods by which the archaeological field evaluation was undertaken were outlined in *Waterfront Site, Mumby Road, Gosport, Hampshire, Written Scheme of Investigation: Archaeological Field Evaluation* (AH 2014).

3.2 Aims and objectives

- 3.2.1 The aims of the archaeological field evaluation were to:

- *Identify the presence/absence and extent of any buried archaeological remains within the Site that may be impacted by development;*
- *Identify within the constraints of the evaluation, the date, character, condition and depth of any surviving remains;*
- *Assess the degree of existing impacts to sub-surface archaeological and geological horizons and document the extent of archaeological survival within these deposits;*
- *Investigate the Palaeolithic potential of the Site, through the machine excavation of geoarchaeological test pits at one end of each trench;*
- *Determine or confirm the approximate date or date range of any identified Palaeolithic remains, should any be present, by means of artefactual or other evidence retrieved through a process of sieving of deposits; and to*
- *Produce a report presenting the results of the evaluation which contains sufficient detail to allow an informed decision to be made concerning the Site's archaeological potential*

3.3 Trial trenching methodology

- 3.3.1 Prior to the commencement of work all trenches were marked out on the ground and located relative to Ordnance Survey (OS) grid, and the area was scanned for underground services using a Leica DigiCAT 200. Full reference was also made to the service plans provided.
- 3.3.2 The trial trenches were broken out using a 360° tracked mechanical excavator equipped with a breaker. Trench excavation proceeded with the same machine equipped with a toothless ditching bucket and under constant archaeological supervision. Machine excavation proceeded to the top of archaeological levels, or the top of natural deposits, whichever was encountered first.
- 3.3.3 Arisings from the trench were stored at a safe distant from the trench and in a manner which allowed the excavated material to be backfilled in the approximate sequence in which they were excavated.



- 3.3.4 Following the archaeological recording of each trench a geoarchaeological test pit was machine excavated and recorded under the direction of a suitably qualified Geoarchaeologist to investigate the palaeolithic potential of the Site. Following the recording, each test pits was immediately backfilled to the level of the remainder of the trench.

3.4 Recording

- 3.4.1 All trenches and archaeological features or deposits encountered were related to the Ordnance Survey National Grid Reference (OS NGR) system. All survey was carried out with a Leica Viva series GNSS unit using the OS National GPS Network through an RTK network with a 3D accuracy of 30mm or below and included heights above OS datum (Newlyn).
- 3.4.2 All archaeological and potentially archaeological features exposed in the trial trenches were cleaned and recorded in plan at an appropriate scale. A unique Site code was allocated for all aspects of the project archive (**86261**). All archaeological features and deposits encountered were recorded using *WA pro forma* recording sheets and a continuous unique numbering system. Plans at appropriate scales were prepared, showing the areas investigated and their relation to more permanent topographical features. The plans show the location of contexts observed and recorded in the course of the investigation. Other plans, sections and elevations of archaeological features and deposits were drawn at 1:10, 1:20 and 1:50 (as appropriate). All drawings were made in pencil on permanent drafting film.
- 3.4.3 The spot height of all principal features and levels was calculated in metres relative to Ordnance Datum, correct to two decimal places. Plans, sections and elevations were annotated with spot heights as appropriate.
- 3.4.4 Photographs were taken as necessary to produce a photographic record to support report preparation. Photographs were taken of areas prior to trenching and after backfilling.

3.5 Health and Safety

- 3.5.1 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 and regulations and codes of practice in force at the time.
- 3.5.2 Prior to the commencement of the fieldwork, site-specific Risk Assessments were produced and approved. Site staff read, understood and signed this document prior to the commencement of works.
- 3.5.3 Due to the Site location, an EOD Engineer (BACTEC) was present on Site and undertook a full UXO briefing prior to the commencement of groundworks. The EOD Engineer was consulted and was present at all times during any machine or hand excavation undertaken, and during the backfilling of the three geoarchaeological pits.

4 ARCHAEOLOGICAL RESULTS

4.1 Introduction

- 4.1.1 A total of three trial trenches were excavated with an additional three geoarchaeological test-pits investigated at the end of each trial trench.
- 4.1.2 The results are presented in trench number order, numbers in bold are deposit and feature context numbers, and contain a trench number prefix (e.g. **100**). Detailed trench

summaries containing a brief description of all of the features uncovered are provided in **Appendix 1**.

4.2 Summary

4.2.1 The evaluation revealed structural evidence relating to the 19th century built environment as recorded on the 1898 Ordnance Survey map. A field boundary ditch and a field gully predating the construction of these buildings were also recorded. No artefacts were recovered from these features, however small flecks of degraded brick were noted within the fills of the ditch, inferring a likely post-medieval date.

4.3 Results

4.3.1 A consistent stratigraphic sequence was recorded across the Site, with superficial geology (mid orange brown sandy gravel) encountered at 3.7m aOD. Remnants of a layer of subsoil were present intermittently overlying the gravel, where it had survived truncation by later construction.

4.3.2 Two episodes of demolition and levelling overlay the subsoil, and were separated stratigraphically by the construction of 19th century wall footings. The earlier of these two episodes comprised re-worked subsoil with crushed mortar and occasional ceramic building material (CBM) fragments. It is thought this deposit is a precursor for the development of the site in the 19th century, and that the comparative lack of CBM within this deposit is due to the probable reuse of the majority of the serviceable bricks following the demolition of the buildings recorded on the 1678 map of Gosport by De Gomme (WA 2012).

4.3.3 The second episode of demolition consisted almost entirely of building rubble, and records the demolition of the 19th century tenements. Modern rubble was present within this layer and reflects the date of demolition, either during or immediately following the Second World War. This area of the Site is recorded as a ruin on the 1952 OS map (WA 2012).

4.3.4 The upper layers in the sequence were recorded across the Site and comprised a layer of hoggin (a modern compactable formation deposit composed of a mixture of clay, gravel and sand) overlain by tarmac.

Trench 1

4.3.5 **Trench 1** (23m x 1.4m x 0.6m) was located at the northern end of the car park (**Figure 2**) and aligned on a north to south orientation. A similarly aligned wall **106** (**Plate 4**) was present at the northern end of the trench, and was composed of two parallel brick courses of unfrogged mid orange brick and white cementitious mortar. The wall was constructed in either Stretcher or Flemish stretcher bond, and is thought to date to the later 19th century.

4.3.6 At the southern end of the trench a sub-square pit **110** filled with a very loosely compacted deposit of brick rubble is thought to derive from the removal of structural footings during the demolition and levelling undertaken in the mid-20th century.

4.3.7 Two modern features were also recorded in **Trench 1** and both were encountered directly below the tarmac. Bisecting the centre of the trench, stone capping **108** is typical of that associated with sewer/drainage capping, and at the northern end of the trench structure **113** is likely to be one side of a slipway.

4.3.8 A geoarchaeological test-pit (**TP1**) was excavated at the southern end of **Trench 1** (**Plate 1**) and is described in **Section 6** of this report and **Appendix 1**.

Trench 2

- 4.3.9 **Trench 2** (15m x 1.4m x 0.6m) was located in the centre of the area of car park (**Figure 2**) and aligned northeast to southwest. Two features thought to predate the late 19th century development of the Site were recorded in **Trench 2**, and both were found to cut subsoil layer **205**. A 0.8m length of ditch **206** (**Plate 5**) was recorded at the northeast end of the trench, and aligned east to west. It measure 1.2m wide and 0.4m deep, and exhibited steep concave sides and a broadly flat base. The eastern end of the ditch had been cut away by wall **219**. The location of ditch **206** within the centre of the Site corresponds to an area of garden/paddocks associated with the properties facing onto Mumby and Harbour Roads respectively, as shown on the 1678 map of Gosport by De Gomme (WA 2012).
- 4.3.10 Aligned north-north-east to south-south-west, shallow gully **209** had been cut away at its northern end by wall **216**. The gully cut through subsoil layer **205** though it had a poorly defined profile. It is likely to have been a narrow drainage gully or either the result of ploughing. The gully was filled with very similar material to that found in ditch **206**, and it is probable the two features are contemporary.
- 4.3.11 North to south parallel aligned walls **216** and **219** were 1.8m apart, and comprised two brick courses of unfrogged mid orange brick and white cementitious mortar. The walls were constructed in either Stretcher or Flemish stretcher bond and are thought to date to the later 19th century. The southern end of wall **216** appeared to form a southeast corner forming a western return extending into the trench baulk.
- 4.3.12 Two pits (**211** and **213**) both filled with post-medieval building rubble were recorded towards the southern end of the trench.
- 4.3.13 A geoarchaeological test-pit (**TP2**) was excavated at the southern end of Trench 2 (**Plate 2**) and is described in **Section 6** of this report and **Appendix 1**.

Trench 3

- 4.3.14 **Trench 3** (9m x 1.4m x 1m) aligned northeast to southwest was located in the southwest corner of the of car park area (**Figure 2**). This trench was moved 2.5m to the northeast along its proposed access due to an unclear Cable Avoidance Signal detected at the southwestern extent of the original proposed trial trench position.
- 4.3.15 At the southern end of the trench, wall **307** (**Plate 6**) was of a similar construction to the walls recorded in **Trenches 1** and **2**. It had a dog-leg layout within the trench, and appeared to form a western and eastern return into the trench baulk. A further wall **309** was recorded in the centre of **Trench 3**, and aligned east to west. The wall measured 1m in length and had a greater lime content in the associated mortar, and appeared to have been constructed using English bond. It is thought the western end of the wall would have had a southern return however this had been subsequently cut away.
- 4.3.16 A geoarchaeological test-pit (**TP3**) was excavated at the southern end of **Trench 3** (**Plate 3**) and is described in **Section 6** of this report and **Appendix 1**.

5 ARTEFACTUAL EVIDENCE

5.1 Introduction

- 5.1.1 No artefacts were recovered. Brick and mortar samples were removed from the Site for confirmation of date. These were not retained.



5.2 Post-medieval features

- 5.2.1 All the wall footings recorded on Site were constructed of unfrogged mid orange bricks, were two courses thick and used a cementitious mortar. All appeared to have been built using a stretcher or Flemish stretcher bond and are all considered contemporary. The mortar type used in the construction indicates a post-1824 date and the location and alignment of these walls appear to correspond to the buildings recorded on the 1898 Ordnance Survey mapping.

6 GEOARCHAEOLOGICAL TEST PITS

6.1 Introduction

- 6.1.1 Three test pits were excavated at the end of each trench and are described in **Appendix 1**.

6.2 Results

- 6.2.1 In all three test pits, made ground was recorded at the top of the sequence, formed of brick, rubble and crushed mortar, presumably used for levelling the Site prior to development. This immediately underlay the tarmac surfacing of the modern car park.
- 6.2.2 Beneath the made ground in **TP1**, the upper gravel deposits were unbedded and mixed, with some post-depositional iron and manganese staining. Beneath these upper gravels were layers indicative of fluvial deposition, comprising a sand lens approximately 0.3m in thickness, below which weakly bedded gravels were recorded. There was no indication of stand-still phases, land surfaces, or other layers with archaeological or palaeoenvironmental potential. At 1.70 depth, the gravels became fairly compact and, due to the unstable sides and the limited reach of the machine, no further excavation was undertaken.
- 6.2.3 The sequences in **TP2** and **TP3** were very similar, although a subsoil was observed between 0.70-0.80m below ground level (bgl) in **TP2** and 0.70-0.90m bgl in **TP3**. This subsoil immediately overlies the bottom fluvial gravels with no upper gravel apparent. The fluvial gravels were almost identical to those in **TP1**. The bottom of **TP2** consisted of a sand lens similar to that in **TP1**.
- 6.2.4 As with **TP1**, the depth of the pits was curtailed at 2.00m and 1.85m respectively.

7 DISCUSSION

7.1 Summary

- 7.1.1 The archaeological evaluation has been successful in its stated aims and has identified evidence of human activity dating from the post-medieval period onwards within the Site. The evaluation has demonstrated a low potential for archaeology of an earlier date.
- 7.1.2 The stratigraphic sequence across the Site demonstrated two episodes of demolition and levelling overlay the subsoil, and were separated stratigraphically by the construction of 19th century wall footings. The earlier of these two episodes acted as a precursor for the development of the Site in the 19th century, and the latter, consisting almost entirely of building rubble, recorded the demolition of the 19th century tenements. Modern rubble was present within this layer reflected the date of demolition, either during or immediately following the Second World War.



7.2 Post-medieval features

- 7.2.1 All of the five wall footings recorded on Site were constructed post-1824, and the location and alignment of the structures appears to correspond to the buildings recorded on the 1898 Ordnance Survey mapping (**Figure 3**).

7.3 Features of uncertain date

- 7.3.1 No artefacts were recovered from the fills of ditch **206** and gully **209**, however the presence of eroded brick flecking noted within these deposits is suggestive of a post-medieval date. It is considered likely these features are associated with the use of the area as gardens or paddocks prior to the major development of the area undertaken in the 19th century.

7.4 Modern

- 7.4.1 Two modern features were recorded in **Trench 1**, and comprised one side of a possible slipway and a sewer/drainage trench.

8 STORAGE AND CURATION

8.1 Museum

- 8.1.1 The archive is currently stored at Wessex Archaeology's office in Salisbury under the project code 86261. The complete project archive will be prepared in accordance with the relevant standards set out in 'Management of Research Projects in the Historic Environment' (MoRPHE), English Heritage (2006), Wessex Archaeology's *Guidelines for Archive Preparation* and in accordance with *Guidelines for the preparation of excavation archives for long-term storage (UKIC 1990)*. The archive will be deposited at the completion of all post-excavation works with the relevant depositing museum.

8.2 Archive

- 8.2.1 The complete Site archive, which will include paper records, photographic records, graphics, and digital data, will be prepared following the standard conditions for the acceptance of excavated archaeological material, and in general following nationally recommended guidelines (Walker 1990; SMA 1995; Richards and Robinson 2000; Brown 2007).

8.3 Copyright

- 8.3.1 Wessex Archaeology shall retain 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 may be copied for planning purposes by the Local Planning Authority.
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8.4 Security Copy

- 8.4.1 In line with current best practice, on completion of the project a security copy of the paper records will be prepared, in the form of microfilm. The master jackets and one diazo copy of the microfilm will be submitted to the National Archaeological Record (English Heritage), a second diazo copy will be deposited with the paper records, and a third diazo copy will be retained by Wessex Archaeology.

9 REFERENCES

9.1 Bibliography

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Cartographic sources:

1678 map of Gosport by De Gomme, Maps of Portsmouth No. 78

1898 25" Ordnance Survey map (Hampshire Record Office, Sheet 83.7)



10 APPENDICES

10.1 Appendix 1:Trench Tables

Trench 1	Dimensions : 23m x 1.4m x 0.6m		Land use: Car park
	Coordinates: (N) 462029.42, 100070.63, 3.1m aOD (S) 462034.31, 100048.70, 3.7m aOD		
Context	Category	Description	Depth
100	Layer	Tarmac car park surface	0-0.05m
101	Layer	Hoggin and demolition debris comprised mid-dark grey sandy gravel	0.05-0.25m
102	Layer	Demolition layer comprised mid- brown sandy loam with abundant building rubble predominately brick, occasional metal pipe fragments, crushed mortar.	0.25-0.6m
103	Layer	Subsoil: Only survives intermittently along length of trench where it has not been cut away during later construction. Mid brown sandy loam. Rooting evident throughout. Occasional small rounded gravel. Diffuse upper, sharp lower horizon	0.5-0.6m
104	Layer	Superficial geology: Orange brown sandy gravel. Rooting derived from overlying subsoil evident at interface (upper 0.05m)	0.6m+
105	Foundation trench	N-S aligned wall foundation trench	0.3m+
106	Structure	Fill of 105 . Wall formed of two parallel brick courses. Bricks unfrogged mid orange (0.21m x 0.1m x 0.065m) bonded by a white coarse sand cementitious mortar. Very little of the walls survived however the brick bonding appeared to be either stretcher Flemish stretcher bond	0.3m+
107	Deliberate backfill	Fill of 105 . Reworked subsoil with brick fragments used to backfill foundation trench	0.3m+
108	Foundation trench	E-W aligned construction trench. Cuts 101 . Modern	0.1m+
109	Structure	Fill of 108 . Comprised large angular stone blocks typical of that used as capping for probable drainage/sewer pipe. Left in situ	0.1m+
110	Pit	Sub-square Modern pit/robber cut. 1.3m (N-S) 0.9m (E-W). Extends beyond eastern trench baulk. Cut of pit visible within layer 102 suggesting it resulted from the removal of a footing during the demolition of the 19 th century buildings on the Site.	0.4m+
111	Deliberate backfill	Fill of 110 . Loose compaction. Mid brown sandy loam and sandy gravel. Abundant brick and mortar fragments. Predominately unfrogged brick though several frogged bricks were noted.	0.4m+
112	Construction trench	N-S aligned construction trench. Modern. Cuts 101	0.1-0.4m
113	Structure	Fill of 112 . Comprised large stone blocks to form a 0.15m wide shallow channel. Likely to be one side of a slipway.	0.1-0.4m



Trench 2	Dimensions : 15m x 1.4m x 0.6m		Land use: Car park
	Coordinates: (NE) 462036.18, 100033.33, 4.08m aOD (SW) 462030.39, 100019.90, 4.18m aOD		
Context	Category	Description	Depth
200	Layer	Tarmac car park surface	0-0.05m
201	Layer	Hoggin formation layer. Compact orange gravel	0.05-0.1m
202	Layer	Demolition layer comprised mid-dark grey brown sandy loam with abundant building rubble predominately brick and crushed mortar.	0.1-0.4m
203	Layer	Intermittent lens of reworked natural gravel – part of demolition and levelling sequence	0.4-0.45m
204	Layer	Levelling layer. Comprised reworked subsoil with brick and stone inclusions. Mid brown sandy loam with occasional crushed lime mortar inclusions. Likely to be associated with ground preparation prior to significant construction undertaken on the Site during the late 19 th century.	0.45-0.65m
205	Layer	Subsoil: Only survives intermittently along length of trench where it has not been cut away during later construction. Mid brown sandy loam. Rooting evident throughout. Occasional small rounded gravel. Diffuse upper, sharp lower horizon	0.65-0.7m
206	Ditch	E-W aligned field ditch. Broadly parallel with Mumby Rd to south. Steep concave sides and flat base. 1.2m wide 0.4m deep. Cuts 205 .	0.65-0.95m
207	Secondary fill	Fill of ditch 206 . Reworked subsoil with pockets of collapsed gravel. Mid-dark brown sandy loam. Occasional red brick flecks evident throughout. No charcoal flecking noted.	0.65-0.95m
208	Layer	Superficial geology: Orange brown sandy gravel. Rooting derived from overlying subsoil evident at interface (upper 0.05m)	0.6m+
209	Gully	NNE-SSW aligned shallow concave gully likely forming narrow field drainage. 0.3m wide and 0.1m deep (max). Concave sides with irregular base. Cuts 205	0.6-0.7m
210	Secondary fill	Fill of 209 . Reworked subsoil with pockets of collapsed gravel. Mid-dark brown sandy loam.	0.6-0.7m
211	Pit	1.1m diameter, 1m deep Post-medieval rubbish pit. Steep sides tapering to flat base.	0.55-1.5m
212	Deliberate backfill	Fill of 211 . Dark grey brown silty loam with abundant brick fragments, crushed cementitious mortar	0.55-1.5m
213	Pit	Sub-square pit. 1.6m (N-S), 0.5m (E-W) 0.8m deep. Cuts 202 . Extends beyond west side of trench.	0.1-0.9m
214	Deliberate backfill	Fill of 213 . Mixed deposit of demolition rubble including frogged brick. Evident directly below hoggin. Modern	0.1-0.9m



215	Foundation trench	N-S aligned wall foundation trench 0.45m wide. Cuts 203 .	0.4m+
216	Structure	Fill of 215 . Wall formed of two parallel brick courses. Bricks unfrogged mid orange (0.21m x 0.1m x 0.0.65m) bonded by a white coarse sand cementitious mortar. The brick bonding appeared to be either stretcher Flemish stretcher bond. Appears to be a SE corner. Wall extended into the western trench baulk.	
217	Deliberate backfill	Fill of 215 . Reworked subsoil with brick fragments used to backfill foundation trench	0.4m+
218	Foundation trench	N-S aligned wall foundation trench 0.45m wide. Cuts 203 .	0.4m+
219	Structure	Fill of 218 . Wall formed of two parallel brick courses. Bricks unfrogged mid orange (0.21m x 0.1m x 0.0.65m) bonded by a white coarse sand cementitious mortar. Wall extended into the northern and eastern trench baulk. Brick bonding appeared to be either stretcher Flemish stretcher bond	0.4m+
220	Deliberate backfill	Fill of 218 . Reworked subsoil with brick fragments used to backfill foundation trench	0.4m+

Trench 3	Dimensions : 9m x 1.4m x 1m		Land use: Car park
	Coordinates: (NE) 462026.69, 100010.37, 4.4mm aOD (SW) 462021.82, 100002.55, 4.55 m aOD		
Context	Category	Description	Depth
300	Layer	Tarmac car park surface	0-0.05m
301	Layer	Hoggin formation layer. Compact orange gravel	0.05-0.25m
302	Layer	Demolition layer comprised mid-dark grey brown sandy loam with abundant building rubble predominately brick, black peagrit, mortar, fragments of metal pipe.	0.25-0.55m
303	Layer	Levelling layer. Comprised reworked subsoil with brick and stone inclusions. Mid brown sandy loam with occasional crushed lime mortar inclusions. Likely to be associated with ground preparation prior to significant construction undertaken on the Site during the late 19 th century.	0.3-0.72m
304	Layer	Subsoil: Only survives intermittently along length of trench where it has not been cut away during later construction. Mid brown sandy loam. Rooting evident throughout. Occasional small rounded gravel. Diffuse upper, sharp lower horizon	0.7-0.76m
305	Layer	Superficial geology: Orange brown sandy gravel. Rooting derived from overlying subsoil evident at interface (upper 0.05m)	0.76m+
306	Foundation trench	N-S aligned wall foundation trench. Cuts 303	0.3m+
307	Structure	Fill of 306 . Wall formed of two parallel brick courses. Bricks unfrogged mid orange (0.21m x 0.1m x 0.0.65m) bonded by a white coarse sand cementitious mortar. Very little	0.3.m+



		of the walls survived however the brick bonding appeared to be either stretcher Flemish stretcher bond	
308	Deliberate backfill	Fill of 306 . Reworked subsoil with brick fragments used to backfill foundation trench	0.3m+
309	Foundation trench	E-W aligned wall foundation trench. Cuts 303 .	0.45m+
310	Structure	Fill of 309 . Wall formed of two parallel brick courses. Bricks unfrogged mid orange to mid grey orange (0.21m x 0.1m x 0.065m) bonded by a white coarse sand cementitious mortar. Very little of the walls survived however the brick bonding appeared to be either English bond. Cut by 312 .	0.45m+
311	Deliberate backfill	Fill of 309 . Reworked gravel with brick fragments used to backfill foundation trench	0.45m+
312	Robber cut	Shape in plan suggests Structure 310 was originally formed a western corner. Robber cut 312 cut away the N-S return of the original structure.	0.25m+
313	Deliberate backfill	Fill of 312 . Comprised successive deliberately backfilled layers of dark grey black gravel including lenses of grey blue clay.	0.25m+

10.2 Appendix 2: Test Pit Descriptions

TEST PIT 1		Machine excavated
Depth (Mbg)	Sediment description	Interpretation
0.00-0.50	Tarmac and made ground, rubble, crushed mortar and brick.	Made ground
50.00-1.00	5YR 4/4 reddish brown sandy gravel with some iron and manganese staining. Matrix supported and poorly sorted, rounded to sub-rounded. Clast size up to 15cm. Clear boundary	Upper gravel
1.00-1.40	10YR 5/8 yellowish brown medium sand with iron stained patches. Clear boundary.	Sand lens
1.40-1.70	7.5YR 4/6 strong brown sandy gravel. Matrix supported, rounded to sub-rounded, iron stained, poorly sorted, and weakly horizontally bedded. Clast size up to 5cm. Bottom of the test pit is fairly compact but beyond the reach of the machine.	Fluvial deposits. Weakly bedded gravels and sands.

TEST PIT 2		Machine excavated
Depth (Mbg)	Sediment description	Interpretation
0.00-0.70	Tarmac and made ground, rubble, crushed mortar and brick. Clear boundary.	Made ground
0.70-0.80	10YR 4/3 brown sandy loam subsoil with some roots visible and occasional small to medium gravel. Clear boundary.	Subsoil
0.80-1.90	10YR 5/6 yellowish brown sandy gravel. Matrix supported, rounded to sub-rounded, iron stained, poorly sorted with slight horizontal bedding apparent. Clast size up to 10cm. Clear boundary.	Fluvial deposits. Weakly bedded gravels and sands.
1.90-2.00	10YR 5/8 yellowish brown medium sand with iron stained patches. Maximum safe reach of machine at 2.00m.	Sand lens.



TEST PIT 3		Machine excavated
Depth (Mbg)	Sediment description	Interpretation
0.00-0.70	Tarmac and made ground, rubble, crushed mortar and brick. Clear boundary.	Made ground
0.70-0.90	10YR 4/3 brown sandy loam subsoil with some roots visible and occasional small to medium gravel. Clear boundary.	Subsoil.
0.90-1.85	7.5YR 4/6 strong brown sandy gravel. Matrix supported, rounded to sub-rounded, iron stained, poorly sorted, and weakly horizontally bedded. Clast size up to 5cm. Maximum safe reach of machine at 1.85m.	Fluvial deposits. Weakly bedded gravels and sands.

10.3 Appendix 3: Oasis Record Form

Waterfront site, Mumby Road, Gosport, Hampshire - Wessex Archaeology

OASIS ID - wessexar1-182518

Versions

View	Version	Completed by	Email	Date
View 1	1	Sue Farr	s.farr@wessexarch.co.uk	26 June 2014

Completed sections in current version

Details	Location	Creators	Archive	Publications
Yes	Yes	Yes	Yes	1/1

Validated sections in current version

Details	Location	Creators	Archive	Publications
No	No	No	No	0/1

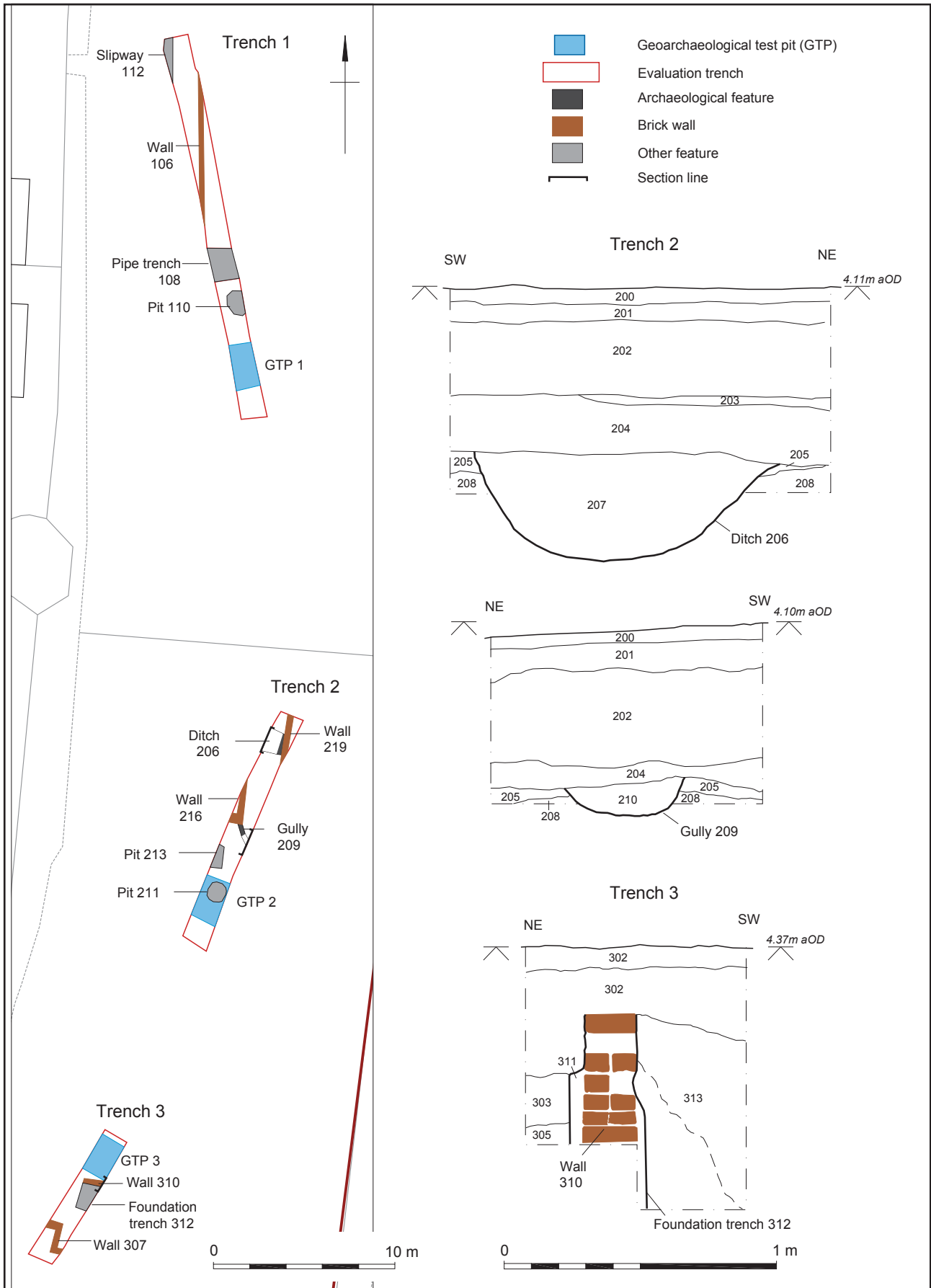
File submission and form progress

Grey literature report submitted?	No	Grey literature report filename/s
Images submitted?	No	Image filename/s
Boundary file submitted?	No	Boundary filename
HER signed off?		NMR signed off?



Site location and excavation area

Figure 1



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Date: 23/06/14

Revision Number: 0

Scale: Plans 1:300, sections 1:20 @ A3

Illustrator: SEJ

Path: X:\PROJECTS\86261\Graphics Office\Rep figs\Eval\2014_06_23\86261_eval.dwg





1898 Ordnance Survey map showing the site boundary and trenches overlain

Figure 3



Plate 1: Geoaerchaeology Test Pit 1 taken from the west

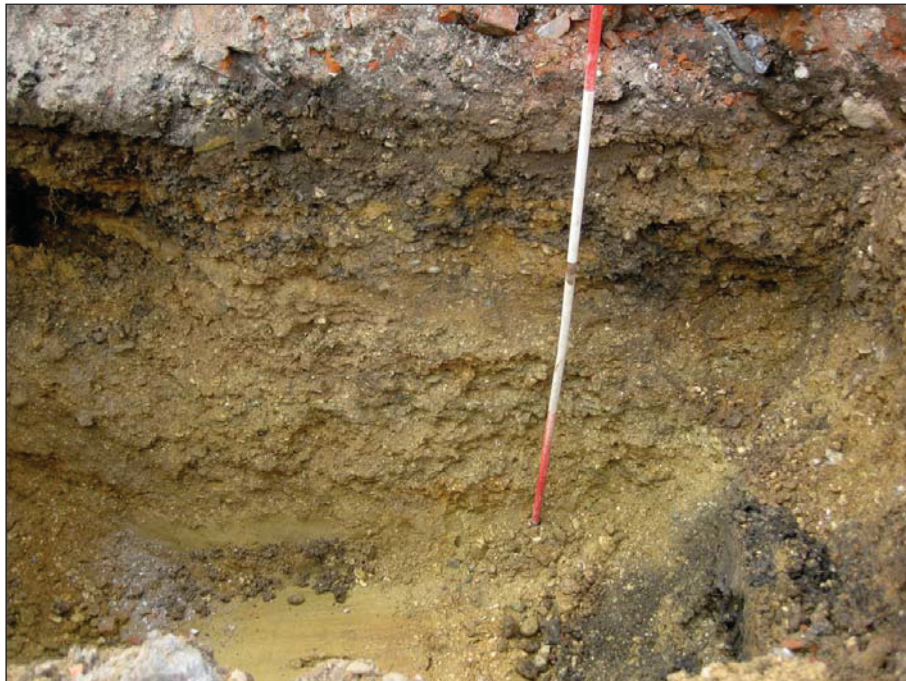


Plate 2: Geoaerchaeology Test Pit 2 taken from the east


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Plate 3: Geoaerchaeology Test Pit 3 taken from the east



Plate 4: Trench 1 west facing section showing wall 106



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Plate 5: Trench 2 ditch **206** taken from the south-east



Plate 6: Trench 3 south-east facing section showing wall **307**

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