



making sense of heritage

Former Meridian TV Studios Northam, Southampton

Archaeological Evaluation Report



Ref: 111110.01
November 2015



**Former Meridian TV Studios, Summers Street,
Northam, Southampton**

Archaeological Evaluation Report

Prepared for:
CgMs Consulting
Planning and Heritage Consultants
140 London Wall
London
EC2Y 5DN

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

www.wessexarch.co.uk

November 2015

**WA Report Ref: 111110.01
Southampton City Council Planning Ref: 14/01747/OUT
Museum Ref: SOU 1695**



Quality Assurance

Project Code	111110	Southampton Museum Ref	SOU 1695	Client Ref.	PR/20266
Planning Application Ref.	14/01747/OUT	Ordnance Survey (OS) national grid reference (NGR)	SU 43057 12841		

Version	Status*	Prepared by	Checked and Approved By	Approver's Signature	Date
v01	F	L Higbee	P Andrews	<i>P. Andrews</i>	09/11/15
File:					
File:					
File:					
File:					
File:					

* I = Internal Draft; E = External Draft; F = Final

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Former Meridian TV Studios, Summers Street, Northam, Southampton

Archaeological Evaluation Report

Summary

Wessex Archaeology was commissioned by CgMs Consulting to undertake an archaeological trial trench evaluation on land proposed for development at the former Meridian TV studios, Northam, Southampton (NGR SU 43057 12841). The evaluation focused on the southern part of the Site, specifically the 'dry land' south of the area of 20th century reclamation, the former Bridge Foundry, and the earlier foreshore of the River Itchen.

The results of the evaluation indicate that most of the Site has been subject to reclamation, levelling and subsequent extensive and deep disturbance during the late 19th and 20th centuries. Much of the evidence revealed in the seven evaluation trenches relates to the remains of buildings and other structures recorded on historic maps of the area. These include elements of the Bridge Foundry, tram/railway lines, a cinema and the TV studios. The earlier gravel foreshore was revealed in one trench, but there were no deposits of palaeoenvironmental interest and no features or finds which could be ascribed a pre-late 19th century date.



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Acknowledgements

Wessex Archaeology is grateful to CgMs Consulting for commissioning the archaeological evaluation and, in particular, to Peter Reeves (Senior Archaeological Consultant). Wessex Archaeology would also like to thank Kevin White (Historic Environment Group Leader) and Ingrid Peckham (Historic Environment Record Officer) for Southampton City Council, and Brian Langfield and staff from Vantage.

The project was managed for Wessex Archaeology by Andy Crockett and Phil Andrews. The fieldwork was carried out by Lorraine Higbee and Mike Dinwiddy. This report was written by Lorraine Higbee, edited by Phil Andrews, and the illustrations prepared by Nancy Dixon.



Former Meridian TV Studios, Summers Street, Northam, Southampton

Archaeological Evaluation Report

1 INTRODUCTION

1.1 Project background

1.1.1 Wessex Archaeology was commissioned by CgMs Consulting to undertake an archaeological trial trench evaluation on land proposed for development at the former Meridian TV studios, Northam, Southampton, centred at National Grid Reference (NGR) SU 43057 12841 (hereafter 'the Site'). The archaeological investigation forms part of the condition associated with planning reference 14/01747/OUT, specifically Conditions 4 and 5 which state that:

- *04. Approval Condition – Archaeological evaluation [Pre-Commencement Condition]:*

No development shall take place within the site until the implementation of a programme of archaeological work has been secured in accordance with a written scheme of investigation which has been submitted to and approved by the Local Planning Authority.

Reason:

To ensure that the archaeological investigation is initiated at an appropriate point in the development procedure.

- *05. Approval Condition – Archaeological evaluation work programme [Performance Condition]:*

The developer will secure the completion of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved by the Local Planning Authority.

Reason:

To ensure that the archaeological investigation is completed.

1.1.2 The initial consultation response from Southampton City Council Heritage Services concluded that the Site lies within Area 16 (Rest of Southampton) of the Local Areas of Archaeological Potential and that the development had the potential to impact on any archaeological remains present.

1.1.3 Much of the northern part of the Site, adjacent to the River Itchen, had been earlier occupied by 19th–20th century timber ponds and subsequently reclaimed. Therefore, the archaeological evaluation concentrated on the southernmost part of the Site immediately north of Summers Street, formerly Albert Street, which has remained as 'dry land' since at least the 18th century (**Figure 1**).



1.1.4 The evaluation was undertaken between the 28th September and 2nd October 2015.

1.2 Scope of document

1.2.1 Prior to the commencement of fieldwork a Written Scheme of Investigation (or WSI; CgMs 2015) was produced which complied with current best practice and to the guidance outlined in *Management of Research Projects in the Historic Environment* (MoRPHE, English Heritage 2006) and the Chartered Institute for Archaeologists' *Standards and Guidance for an Archaeological Field Evaluation* (CIfA 2014a).

1.2.2 The WSI was compiled following consultation with Kevin White (Historic Environment Group Leader) and Ingrid Peckham (Historic Environment Record Officer) of Southampton City Council. The WSI was written using the template provided by Southampton City Council Historic Environment Team (HET) entitled 'Brief for an Archaeological Investigation, Evaluation'.

1.2.3 This report provides a detailed description of the results of the archaeological evaluation.

1.3 Site location, topography and geology

1.3.1 The proposed development Site occupies a fairly level piece of land (2.7 hectares) adjacent to the River Itchen, which forms its northern boundary. To the immediate east lies Northam Road (the B3024), to the south Summers Street, and to the west Radcliffe Road and a railway line (**Figure 1**). The Site lies between 2.7m (in the east) and 4m (in the west) above Ordnance Datum (aOD) and the ground surface comprised footings of the recently demolished former Meridian TV Studios and an overgrown tarmac and concrete car park.

1.3.2 The underlying geology on the southern side of the Site comprises brickearth overlain in places by superficial alluvial deposits, while the northern part comprises reclaimed land on the south side of a bend in the River Itchen (TVAS 2014). The 1897 Ordnance Survey (OS) map shows that most of the northern half of the Site was open water at that time, and this area was not fully reclaimed until almost a century later.

1.4 Development proposals and evaluation trenching

1.4.1 The archaeological evaluation by trial trenching was requested in advance of construction of a new residential development. The evaluation focused on the southern part of the Site, the 'dry land', and was intended to look for evidence of former waterfront structures and activities, as well as any palaeoenvironmental deposits of interest. The depth and nature of overburden was considered important in terms of the impact of the proposed development on any significant archaeological remains that might be present.

1.4.2 The evaluation comprised seven trenches, four 20m x 1.8m trenches along the former 'dry land' south of the foreshore (**Trenches 1-4**), a further 20m x 1.8m trench is located in the north-east corner of the Site (**Trench 5**), and two 30m x 1.8m trenches (**Trenches 6 and 7**) across the original shoreline.

1.5 Aims and objectives

1.5.1 The main aim of the evaluation was to excavate and record any features and deposits encountered during the course of the evaluation in order to determine their character, quality and date.

1.5.2 An additional aim was to identify and record the nature and relationship of any natural deposits on the Site.



1.5.3 Within these parameters, the evaluation presented an opportunity to address the following objectives:

- To determine the presence of any activity pre-dating the construction of the timber ponds and the Bridge Foundry in the 19th century;
- To determine the presence and function of any structures associated with the operations of the Bridge Foundry and establish how the remains relate to cartographic evidence;
- To establish the environmental context of any appropriate deposits identified at the Site, including the provision for geoarchaeological sampling and analysis.

2 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

2.1 Introduction

2.1.1 This section summarises the archaeological resource in and around the Site, and is largely based on the results of the earlier Desk Based Assessment (DBA) which comprised a Study Area of 0.5km radius surrounding the Site (TVAS 2014).

2.2 Prehistoric

2.2.1 Prehistoric flint artefacts have been recovered from the general area though very few are securely provenanced within the Study Area. However, the Site's location adjacent to the River Itchen with its mudflats and Northam marsh to the south, on easily worked brickearth soils, suggested that there is at least some potential for prehistoric activity in the vicinity.

2.2.2 Within the intertidal zone of the River Itchen, peat deposits have been found beneath alluvial deposits, for example in boreholes on the opposite side of the river from the Site (MSH 286) and at Mount Pleasant Road (MSH 1512), a short distance to the north-west (see **Figure 1**). These deposits are undated, but most are thought to be Mesolithic (Ingrid Peckham pers comm).

2.3 Roman

2.3.1 The main focus of Roman settlement was at Bitterne Manor (*Clausentum*) on the opposite (i.e. east bank) side of the River Itchen, to the north of the Site. The potential for Roman remains was, however, considered to be quite low, particularly given that the two known river crossings during the Roman period were further upstream to the north of the Site.

2.3.2 Roman building material has previously been recovered from Hamwic (Mid-Saxon Southampton) and the later Saxon/medieval town of Southampton, both to the south-west of the Site. However, most of this material is from later, secondary contexts and provides little clear indication of Roman occupation on the west side of the River Itchen. Nevertheless, limited evidence of Late Iron Age/Romano-British settlement has been recorded around the northern and southern limits of Hamwic, at the southern end of Houndwell Park, and on a small number of other sites in the medieval town.

2.4 Saxon and medieval

2.4.1 The Site is located just over 0.5km north of the projected limit of the Mid-Saxon town of Hamwic, with settlement broadly spanning the late 7th to the mid-9th centuries. Northam itself, likely to comprise a small rural settlement or farmstead, is mentioned in a document dated 842 AD as North-hamwic (or Nordhunnwig), and again in Domesday.



2.4.2 Throughout the medieval period most of Northam and the surrounding area is likely to have remained as agricultural land, with a few scattered farms. Northam Farm, of likely medieval origin, lay approximately 200m to the west of the Site.

2.4.3 The DBA suggested a low potential for Saxon and medieval archaeology, however there remained the possibility of recovering artefacts relating to seasonal exploitation of the intertidal zone and adjacent marsh.

2.5 Post-medieval and modern

2.5.1 The Site lies a significant distance north of the main port areas serving Southampton, however a wharf was recorded to the east of Northam Bridge (built in 1796) as early as 1664. A naval chart of 1783 by Lt Murdoch Mackenzie shows five slips for building men-of-war and associated wharves or quays, as well as several buildings probably forming an adjacent settlement, all of which lay a short distance to the east of the Site

2.5.2 The earliest detailed map of Northam (Doswell's Plan of the Town of Southampton, dated 1842) shows the northern two-thirds of the Site as an intertidal area, with the southern third divided into two fields. A single track tramway is indicated along the shoreline, separating the fields from the river. A timber yard lay immediately to the east of Northam Bridge, with a boatyard, slips and buildings beyond. The 1846 'Royal Engineers' map of Southampton depicts the area at a larger scale and with more accuracy and clarity, but does not show any additional, relevant detail within the Site itself.

2.5.3 The Ordnance Survey map of 1897 shows a timber pond within the former intertidal area and the Bridge Foundry ('Iron and Brass') in the north-eastern part of the Site (**Figure 2**), neither of which appear on the First Edition OS map of 1870. The southern part of the Site contains a series of tram/railway lines running west to east, part of a row of terraced houses in the south-east corner along the north side of Albert Street (now Summers Street), and a coal store and several other structures between the tram/railway lines and Albert Street. This reflects more general development of the area for housing and light industry from the middle of the 19th century.

2.5.4 Most of the terraced houses and other buildings had been cleared by 1933, when the southern part of the Site is shown largely as open space, but the tram/railway lines, the Bridge Foundry (now expanded) and timber pond (reduced in size) remain. In addition, the 1933 Ordnance Survey map shows that the north-western part of the Site has been reclaimed for the construction of Mount Pleasant Wharf.

2.5.5 By 1941 a large cinema had been constructed in the south-east corner of the Site, which otherwise remained largely unchanged, with the Bridge Foundry buildings still present. The original television centre was constructed in the mid-1960s, utilising and expanding the former cinema building, the tram/railway lines diverted to the north around it, crossing the site of the former Bridge Foundry which by this time had disappeared. In the mid-1980s the former timber pond and intertidal area were infilled, the original television centre/cinema demolished, and the new Meridian TV Studios built on the Site.

2.5.6 On the eastern mudflats of the River Itchen, small boats and barges were (and continue to be) beached and abandoned dumped and it is possible that examples may exist on the western side within the Site, buried at depth beneath later infill.

2.6 Previous archaeological investigations

2.6.1 No previous archaeological investigations have taken place within the Site or in the immediate vicinity.



3 METHODOLOGY

3.1 Introduction

3.1.1 The fieldwork methodology for the evaluation is detailed in the WSI (CgMs 2015) and is summarised below.

3.2 Recording

3.2.1 A Southampton (SOU) site code was obtained from the Historic Environment Team prior to the start of the evaluation. This unique code (SOU 1695) was used throughout the project on all site records.

3.2.2 All recording was undertaken using Wessex Archaeology's *pro forma* recording sheets and recording system, according to the WSI.

3.2.3 A complete drawn record of archaeological features and deposits was compiled, including plans and sections, drawn to appropriate scales. The Site was surveyed by GNSS, and included heights above Ordnance Datum (Newlyn).

3.2.4 A full digital photographic record was maintained during the watching brief. Digital images are subject to managed quality control and curation processes which will embed appropriate metadata within the image and ensure long term accessibility of the image set.

3.3 Finds collection

3.3.1 The finds collection policy is detailed in the WSI. However, no finds were recovered that warranted retention.

3.4 Environmental sampling

3.4.1 Appropriate strategies for environmental sampling are detailed in the WSI. However, no deposits or sequences were encountered that warranted retention.

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, regulations and codes of practice in force at the time.

3.6 Service location

3.6.1 Service plans were consulted and relevant areas scanned before and during excavation with a Cable Avoidance Tool (CAT) to verify the absence of live underground services.

3.6.2 As a result of the presence of known and previously unknown live or possibly live services, including electricity, gas and sewers, it was necessary to move the proposed locations of three trenches. Trench 5 was moved 10m to the south-west, Trench 6 15m to the east and Trench 7 approximately 32m to the west. For the same reason, Trenches 3 and 4 were each shortened by 2m and Trench 6 by 5m, but Trench 5 was extended by 3m to further investigate the foundry area.

3.7 Monitoring arrangements

3.7.1 Kevin White, Historic Environment Group Leader for Southampton City Council was notified in advanced of the commencement of fieldwork, was kept informed of progress, and monitored the Site in person on the final day of fieldwork.

4 RESULTS

4.1 Introduction

4.1.1 The following sections should be read in conjunction with **Appendix 1** which summarises the contextual information recorded for each trench. **Figure 2** shows the location of evaluation trenches in relation to structures shown on 1897 OS map. **Figure 3** provides detailed plans of evaluation trenches, showing principal archaeological features, which are shown in **bold** in the text.

4.1.2 As previously outlined, **Trenches 1–4** were located to investigate the ‘dry land’ south of the reclaimed foreshore, **Trench 5** to investigate the former Bridge Foundry, and **Trenches 6 and 7** the earlier shoreline.

4.1.3 All trenches were covered by various thicknesses of concrete, some of it reinforced, and contained often extensive areas of modern disturbance as well as deep make-up/levelling deposits. Therefore, sondages were mechanically excavated in all trenches to depths of between 1.6 and 2m in order to record, as far as possible, the full sequence of deposits.

4.2 ‘Dry land’ south of the foreshore (Trenches 1–4)

4.2.1 Parts of a tramway siding (**101** and **201**) were revealed in **Trenches 1** and **2** in the south-west corner of the Site. The siding ran east–west, approximately parallel with the tram/railway lines seen at the southern end of **Trench 7** (see below) and shown on the 1870 Ordnance Survey map of the area (see **Figure 2**). However, the full extents of the sidings themselves are not depicted on any of the historic mapping, nor are any related features such as turntables indicated, and the layout is likely to have changed over time.

4.2.2 With walls constructed of reinforced concrete, the tramway siding ran the entire 15m length of **Trench 2** (**Plate 1**) and crossed the south end of **Trench 1**. In **Trench 2**, the north face of the south wall of the siding was exposed along the south side of the trench, and part of the north wall was revealed at the west end of the north side. The structure was 2.5m wide and over 1.7m deep, and had been backfilled with two distinct dump deposits (**102** and **202**) each comprising a mixture of dark brown silty clay containing fragments of brick and concrete and an orangey-brown coarse sand and gravel. Similar dump deposits were noted at the north end of **Trench 1** outside the tramway siding (**Plate 2**).

4.2.3 Damage to the upper edge of the tramway siding in **Trench 1** indicated that the structure had been constructed in a much wider cutting and the void partially filled with concrete rubble. A concrete surface to the north was probably contemporary.

4.2.4 **Trench 3** was located just to the west of the coal store building shown on the 1870 and 1897 OS maps (see **Figure 2**). The sequence of deposits indicated that the area had been levelled on at least three occasions. Beneath the tarmac surface was a thin layer of mid-grey coarse sand and gravel (**301**) containing occasional fragments of brick and concrete. This deposit directly overlay an earlier tarmac surface (**302**) which had been laid over late 19th/20th levelling layer (**303**) (**Plate 3**). This deposit comprised patches of dark brown silty clay and orangey-brown coarse sand and gravel, similar to the deposits (**201**) used to backfill the nearby tramway siding.

4.2.5 Beneath (**303**) was concrete surface (**304**) which overlay a thick (0.90m) deposit of soft dark blackish-brown sandy silt (**305**). This deposit appeared to be partially composed of coal dust and there was a strong smell of hydrocarbons when the trench was first machined. Underlying this deposit was a layer of fine yellow sand (**306**) (**Plate 4**).



4.2.6 **Trench 4** in the south-east corner of the Site was excavated through an area of loose building rubble from recent demolition work and a tarmac surface. Beneath this was a levelling deposit (405) similar to that seen elsewhere on the Site. This deposit sealed two east-west orientated walls **401** and **403**, one at either end of the trench, and an earlier north-south orientated wall-footing **402**, as well as a number of associated service pipes (**Plate 5**). The walls were constructed of red bricks bonded with a cement based mortar, while the wall-footing was formed of cement with a high coarse sand and gravel content. It is likely that the footing was part of the east wall of the coal store shown on the 1897 OS map, whilst the walls were parts of the cinema (and later TV studio) shown on the 1940, 1954 and 1964-5 OS maps.

4.3 Bridge Foundry (Trench 5)

4.3.1 The building remains recorded in **Trench 5** on the east side of the Site correspond to the south-east corner of the foundry building first shown on the 1897 OS map (see **Figure 2**) and which survived in a similar form until at least 1941. The central part of the building could not be investigated due to the presence of sewers to be retained in the proposed new development.

4.3.2 The building remains were encountered at between 0.10m-0.40m below ground surface, sealed beneath a thin layer of tarmac and a mid-brown silty clay layer (501) containing fragments of brick and concrete. The building remains lay at the NE end of the trench and comprised concrete wall foundations **503** and **504**, and internal concrete floor **505** (**Plate 6**).

4.3.3 At the south-west end of the trench was **506**, a relatively narrow north-west to south-east orientated wall constructed of red brick with a cement render on the south-west face. The construction of **506** was similar to wall **603** at the NE end of **Trench 6** (see below). These walls were less substantial than those forming the foundry and are, therefore, assumed to be free-standing, possible perimeter walls associated with the foundry or the later TV studios.

4.3.4 Outside of the foundry building at the south end of the trench was a thin (0.15m) layer of demolition rubble (502) that was composed almost entirely of red brick fragments. Beneath this was a sequence of reclamation deposits 0.90m thick comprising a mid-brown silty clay (507) and a dark blackish-brown silty clay (508), both deposits containing frequent small angular gravel inclusions.

4.3.5 Beneath (508) was a thick (0.45m) layer of mid-greyish-green silty clay with moderate light grey mottles (509) overlying a dark grey silty clay with dark greenish-brown mottles and small angular gravel inclusions (510) (**Plate 7**). The nature of these deposits suggests that they formed in a predominantly waterlogged environment. The diffuse boundary between these two deposits further suggests that periodic inundation of the area led to erosion and redeposition, conditions typical of river foreshores. Deposit (510) directly overlay natural mid-grey coarse sands and gravels (511) which was encountered at a depth of 1.65m below ground surface (or 1.1m aOD).

4.4 Earlier foreshore (Trenches 6 and 7)

4.4.1 **Trenches 6** and **7** were moved 20m or so to the east and west respectively to avoid live services but still targeted the original foreshore.

4.4.2 Beneath the concrete in **Trench 6** was a 0.20m thick levelling deposit of mid-brown silty clay with frequent brick fragments and coarse gravel inclusions (601). This deposit directly

overlay a second concrete and tarmac surface (604) and building remains relating to the former Meridian TV studios (**Plate 8**).

- 4.4.3 Wall foundation **602** in the southern half of the trench was orientated roughly east-west and constructed of reinforced concrete, while wall **603** at the opposite end of the trench was orientated north-east to south-west and constructed in a similar way to wall **506** in **Trench 5** (see above).
- 4.4.4 At the extreme northern end of the trench was the southern rail of a tram/railway line, corresponding with that shown on the 1954 and 1964-65 OS maps. The map evidence indicates that the track was re-aligned between 1941 and 1954 to a position along the edge of the former foreshore, prior to the cinema being converted and extended to create the earliest TV centre.
- 4.4.5 The walls in **Trench 6** were constructed on late 19th/20th century reclamation deposits (605) similar to those recorded elsewhere on the Site. Deposits underlying 605 were not exposed.
- 4.4.6 At the south-west end of **Trench 7** were a number of parallel tram/railway lines (**701**) set into reinforced concrete. The tracks were only 0.20m below the ground surface and covered by a thin layer of concrete and granular sub-base material (**Plate 9**).
- 4.4.7 On the north-east side of the tram/railway lines and running parallel with them was a concrete curb (702). A second concrete curb (704) and an area of paving (703) were recorded towards the north-west end of the trench (**Plate 10**). These were constructed on thick (2m+) deposits (705) of dark blackish-brown and mid-brown silty clay with occasional patches of redeposited mid-orangey brown coarse sand and gravel. These deposits contained moderate number of brick and concrete fragments, and materials such as railway sleepers and pieces of machinery from the former industrial use of the Site. Deposits below 705 were not exposed.

5 CONCLUSIONS

- 5.1.1 The results of the evaluation indicate that most of the Site has been subject to reclamation, levelling and subsequent extensive and deep disturbance during the late 19th and 20th centuries. Much of the evidence revealed in the seven evaluation trenches relates to the remains of buildings and other structures recorded on historic maps of the area. These include elements of the Bridge Foundry, tram/railway lines, a cinema and the TV studios, all on the 'dry ground' in the southern part of the Site.
- 5.1.2 The site of the Bridge Foundry could only be partly investigated due to the presence of live services, but parts of two wall foundations and a concrete surface were revealed in Trench 5, probably relating the foundry's use in the first half of the 20th century as they don't exactly correspond with what is shown on the 1897 OS map. However, it is not clear what function this southern part of the foundry served, and no features or finds of metallurgical interest were encountered.
- 5.1.3 The earlier gravel foreshore was revealed in Trench 5, but there were no deposits of palaeoenvironmental interest and no features or finds which could be ascribed a pre-late 19th century date. In all trenches reclamation and levelling deposits were 1.6m or more thick, and increased in depth to the north in the area of the former timber pond on the edge of the River Itchen.



6 STORAGE AND CURATION

6.1 Museum

6.1.1 It is recommended that the project archive resulting from the excavation be deposited with the Southampton Museums. The museum will be contacted ahead of works starting on Site. Deposition of any finds with the museum will only be carried out with the full agreement of the landowner.

6.2 Preparation of archive

6.2.1 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 by Southampton City Council Archaeological Collections (SCC 2007), and in general following nationally recommended guidelines (SMA 1995; ClfA 2014b; Brown 2011; ADS 2013).

6.2.2 All archive elements will be marked with the accession number **SOU 1695**, and a full index will be prepared. The physical archive comprises the following:

- 1 file of paper records and A4 graphics

6.3 OASIS

6.3.1 An OASIS online record <http://ads.ahds.ac.uk/projects/oasis/> has been initiated for the evaluation.

6.4 Security copy

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

6.5 Copyright

6.5.1 Wessex Archaeology shall retain full copyright of the commissioned report, under the *Copyright, Designs and Patents Act 1988* with all rights reserved; excepting that it will provide an exclusive licence to the client for the use of such documents by the client in all matters directly relating to the project as described in the Project Specification or Design (CgMs 2015).

7 REFERENCES

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8 APPENDICES

8.1 Appendix 1: Evaluation trench summaries

KEY: bgl – below ground level

TRENCH 1	Dimensions (m)	20 x 1.80 x 1.20 (and 2m sondage)		
	Co-ordinates	X: 442985.45; Y: 112828.83; Z: 3.9m aOD		
context	category	description		depth (m bgl)
100	tarmac	Former car park surface		0m-0.05m
101	concrete structure	Reinforced concrete structure – tramway siding (same as 201)		0.05m-1.5m+
102	Levelling/reclamation deposit	Late 19 th /early 20 th century deposits comprising dark brown silty clay with occasional fragments of brick and concrete, and redeposited orangey-brown coarse gravel with occasional fragments of brick and rare sherds of blue and white glazed pottery.		0.05m-2m+

TRENCH 2	Dimensions (m)	20 x 1.80 x 1.20 (and 1.65m sondage)		
	Co-ordinates	X: 443032.47; Y: 112826.17; Z: 3.8m aOD		
context	category	description		depth (m bgl)
200	tarmac	Former car park surface		0m-0.05m
201	concrete structure	Reinforced concrete structure – tramway siding (same as 101)		0.05m-1.65m+
202	Levelling/reclamation deposit	Late 19 th /early 20 th century deposits comprising dark brown silty clay with occasional fragments of brick and concrete, and redeposited orangey-brown coarse gravel with occasional fragments of brick and rare sherds of blue and white glazed pottery.		0.05m-1.65m+

TRENCH 3	Dimensions (m)	18 x 1.80 x 1.20 (and 1.60m sondage)		
	Co-ordinates	X: 443044.79; Y: 112817.55; Z: 3.8m aOD		
context	category	description		depth (m bgl)
300	tarmac	Former car park surface		0m-0.08m
301	Levelling/reclamation deposit	Redeposited sand and coarse gravel with moderate brick and concrete inclusions.		0.08m-0.30m
302	tarmac	Earlier tarmac surface		0.30m-0.35m
303	Levelling/reclamation deposit	Late 19 th /early 20 th century deposits comprising dark brown silty clay with occasional fragments of brick and concrete, and redeposited orangey-brown coarse gravel with occasional fragments of brick.		0.35m-0.60m
304	concrete	Earlier concrete surface or structure		0.60m-0.70m
305	layer	Dark black-brown sandy silt partly composed of coal dust with moderate small fragments of brick. Probably relates to former coal yard. Lower horizon very diffuse.		0.70m-1.6m
306	layer	Fine yellow sand. Upper horizon very diffuse.		1.6m+

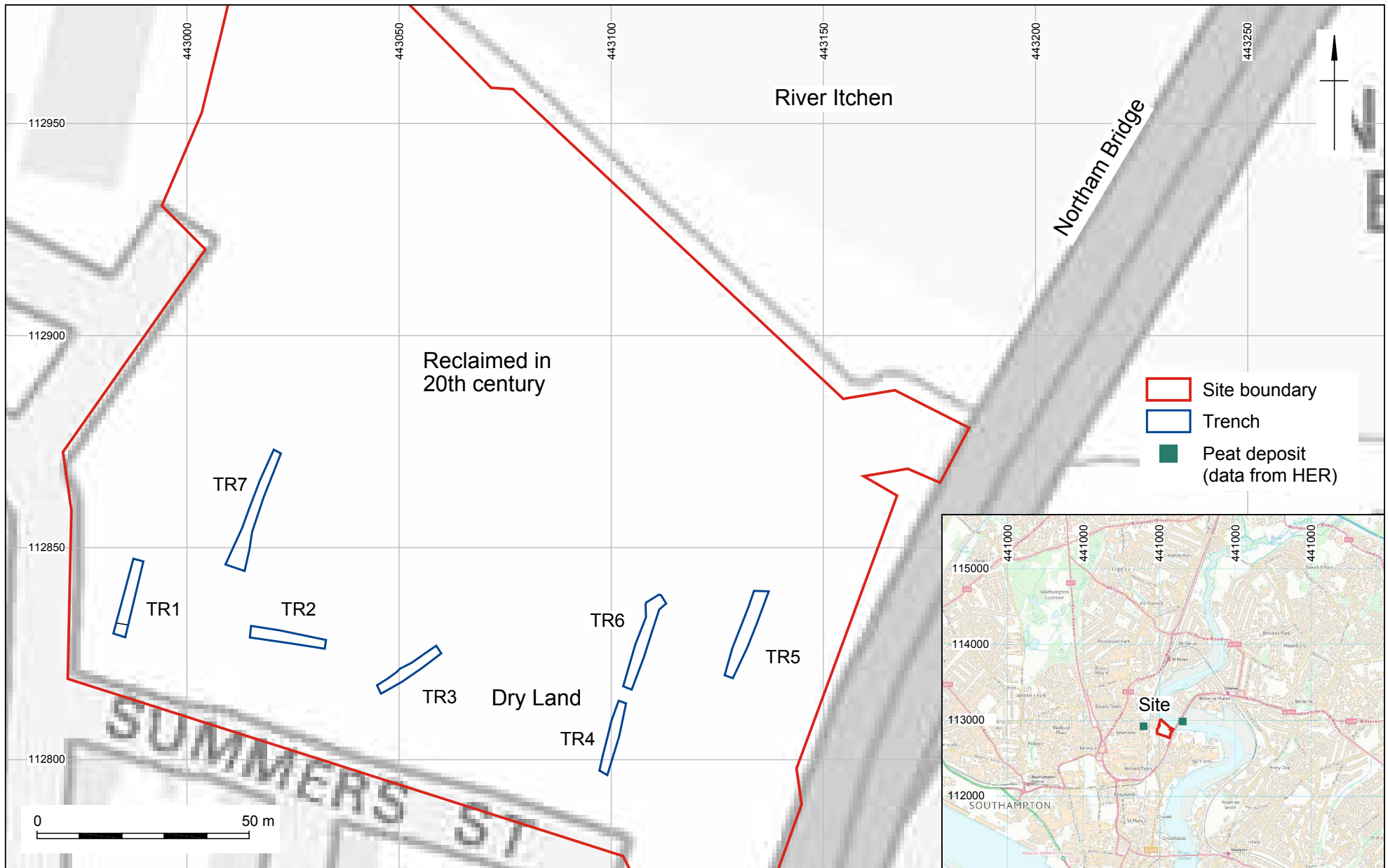
TRENCH 4	Dimensions (m)	18 x 1.80 x 1.20 (and 1.70m sondage)		
	Co-ordinates	X: 443097.12; Y: 112797.51; Z: 3.5m aOD		
context	category	description		depth (m bgl)
400	layer	Loose building rubble from recent demolition		0m-0.20m
401	wall	E-W orientated wall 1m wide and constructed of red bricks bonded with cement based mortar with steel rod supports.		0.20m-0.85m
402	wall-footing	N-S orientated wall-footing 1m wide and constructed of cement with coarse sand and gravel inclusions.		0.20-0.85m
403	wall	E-W orientated wall 1m wide and constructed of red bricks bonded with cement based mortar.		0.25m-0.85m
404	tarmac	Former car park surface		0.20m-0.29m
405	layer	Mixed deposit comprising dark black-brown silty clay with patches of light yellow-brown coarse gravel containing moderate brick and tile inclusions.		0.60m-1.7m+



TRENCH 5	Dimensions (m)	23 x 1.80 x 1.20 (and 2m sondage)	
context	category	description	depth (m bgl)
500	tarmac	Former car park surface	0m-0.10m
501	layer	Mid-brown silty clay with moderate brick and stone rubble inclusions.	0.10m-0.60m
502	layer	Demolition deposit comprised almost entirely of brick rubble.	0.60m-0.75m
503	wall foundation	NE-SW orientated wall foundation constructed of reinforced concrete. Forms part of foundry structure together with 504 and 505.	0.10m-0.60m+
504	wall foundation	E-W orientated wall foundation constructed of reinforced concrete. Forms part of foundry structure together with 503 and 505.	0.10m-0.60m+
505	floor	Internal floor surface constructed on concrete.	0.40m
506	wall	NW-SE orientated wall constructed of red brick with a concrete facia on the SW side. Similar to 603 but on different alignment.	0.40m
507	Levelling/reclamation deposit	Mid-brown silty clay with frequent small angular gravel inclusions.	0.75m-1m
508	Levelling/reclamation deposit	Dark black-brown silty clay with frequent small angular gravel inclusions.	1m-1.15m
509	layer	Mid-greyish-green silty clay with light grey mottles.	0.75m-1.20m
510	layer	Dark grey silty clay with dark greenish-brown mottles and well sorted small angular gravel inclusions.	1.20m-1.65m
511	natural	Mid-grey coarse sand and gravel.	1.65m+

TRENCH 6	Dimensions (m)	25 x 1.80 x 1.20 (and 2m sondage)	
context	category	description	depth (m bgl)
600	concrete	Surfaces relating to the former Meridian TV Studios	0m-0.10m
601	layer	Mid-brown silty clay with frequent brick and coarse gravel inclusions.	0.10m-0.30m
602	wall foundation	E-W orientated wall constructed of reinforced concrete. Possibly part of foundry structure seen in Trench 5.	0.30m
603	wall	NE-SW orientated wall constructed of red brick with a concrete facia on the NW side. Similar to 506 but on different alignment.	0.30m
604	concrete and tarmac	Surfaces relating to the former use of the site.	0.30m-0.50m
605	Levelling/reclamation deposit	Late 19 th /20 th century deposits comprising dark black-brown silty clay with moderate fragments of brick and roof slate and mid-orange brown coarse sand and gravel. Visible tip-lines at south end of trench.	0.50m-2m+

TRENCH 7	Dimensions (m)	30 x 1.80 x 1.20 (and 2m sondage)	
context	category	description	depth (m bgl)
700	tarmac and concrete	Surfaces relating to the former Meridian TV Studios	0m-0.10m
701	Tram/railway lines	Metal tracks set in concrete.	0.10m
702	concrete curb	Possibly associated with paved surface to north.	0.60m
703	paved surface	Un-bonded pinkish-grey concrete slabs.	0.55m
704	concrete curb	Runs parallel with tram/railway lines and probably marks edge of track.	0.20m
705	Levelling/reclamation deposit	Late 19 th /20 th century deposits comprising dark black-brown and mid-brown silty clay with moderate fragments of brick and concrete, and occasional railway sleepers and pieces of machinery from the sites former industrial use. Also patches of redeposited mid-orange brown coarse sand and gravel.	0.10m-2m+

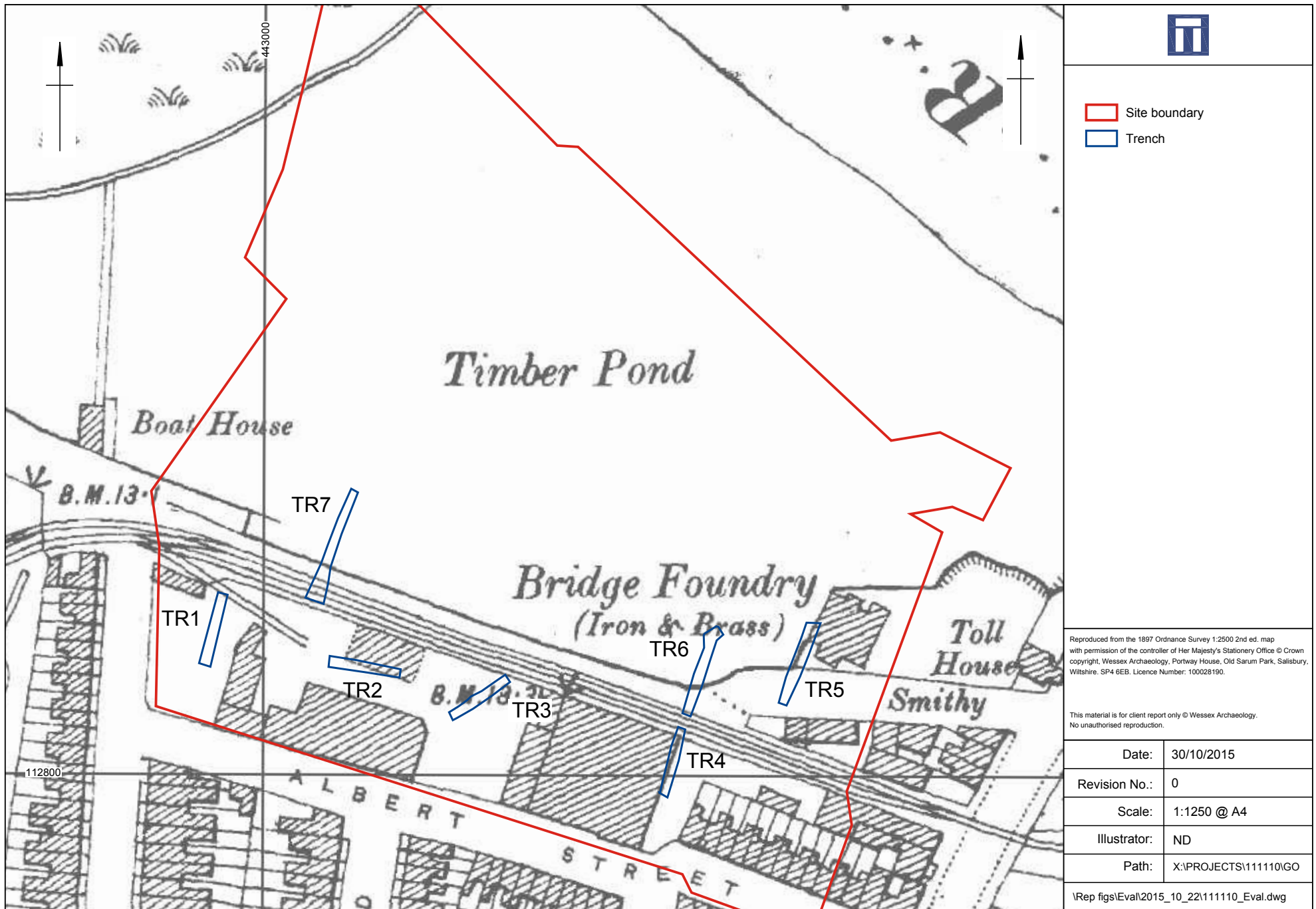


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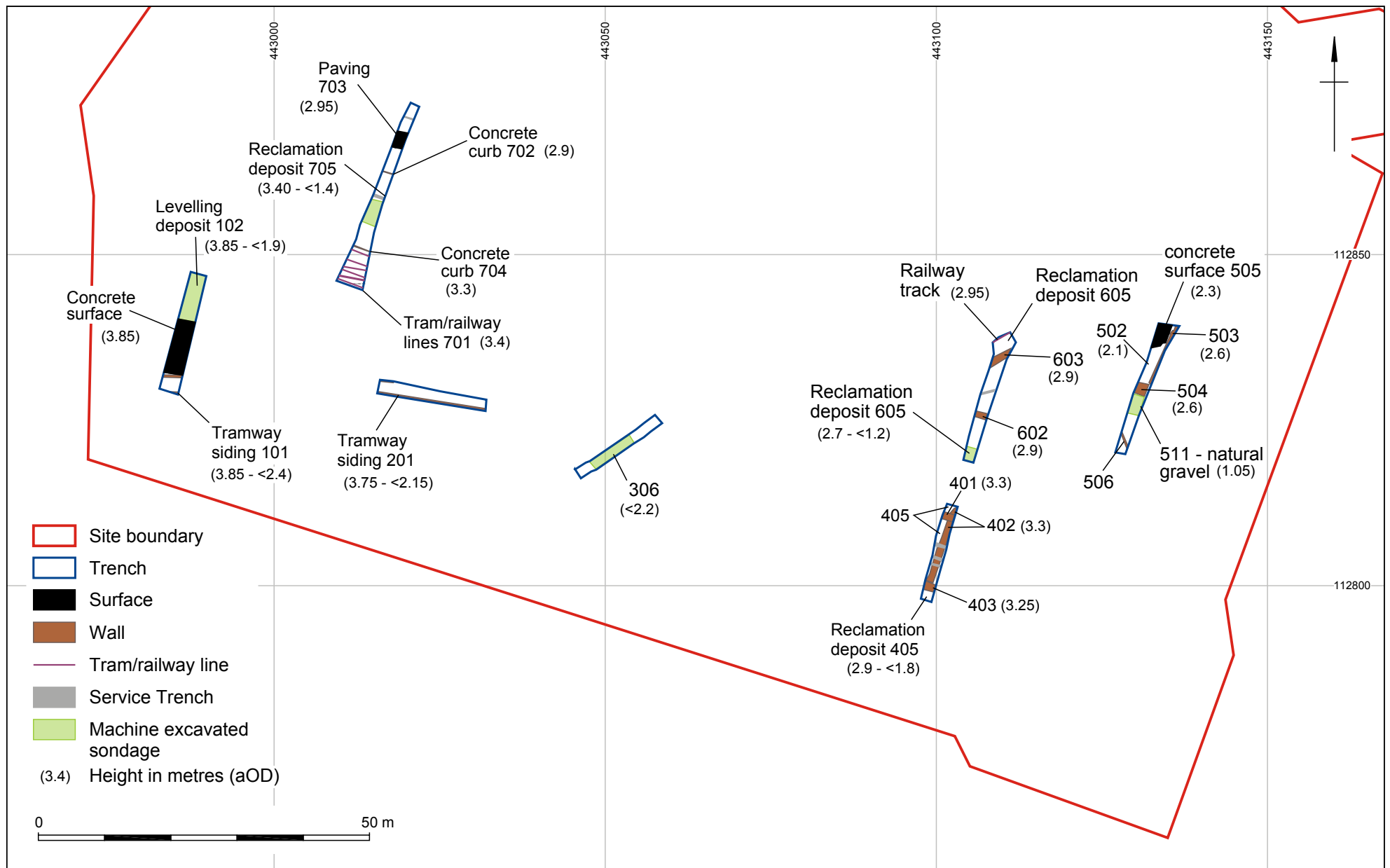
Site location plan

Figure 1



Location of evaluation trenches in relation to structures shown on 1897 Ordnance Survey map

Figure 2



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Detailed plan of evaluation trenches


Figure 3



Plate 1: Tramway siding in Trench 2, viewed from the south-east



Plate 2: Levelling/reclamation deposits in north end of Trench 1, viewed from the north-east

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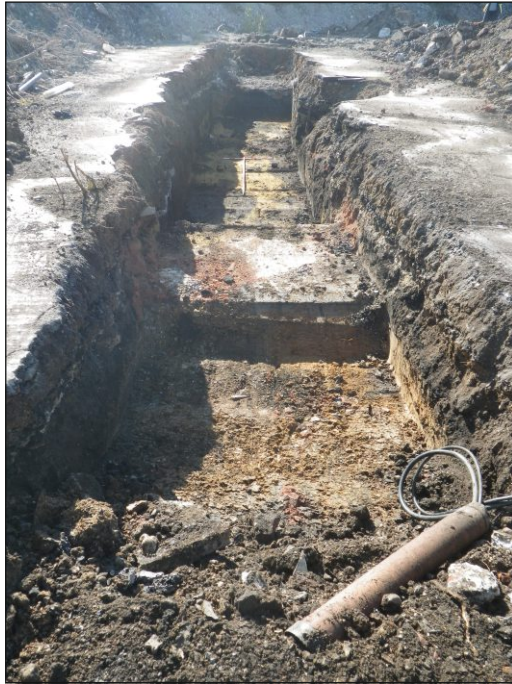


Plate 3: Levelling/reclamation deposits in Trench 3, viewed from the north-east



Plate 4: North-west facing section through deposits in Trench 3


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Plate 5: Building remains in Trench 4, viewed from the north-east



Plate 6: Remains of foundry building in Trench 5, viewed from the north-east


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Plate 7: North-west facing section through deposits in Trench 5



Plate 8: Levelling/reclamation deposits in Trench 6, viewed from the south-west



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Plate 9: Tram/railway tracks in Trench 7, viewed from the south-west



Plate 10: Paving and levelling/reclamation deposits in Trench 7, viewed from the north-east

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



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