

**T H A M E S      V A L L E Y**

**ARCHAEOLOGICAL**

**S E R V I C E S**

**Southmoor, Langstone Harbour FCERM Scheme,  
Havant, Hampshire**

**Archaeological watching brief**

**by Elspeth St. John-Brooks**

**Site Code: LHH18/134**

**(SU 7120 0490)**

# **Southmoor, Langstone Harbour FCERM Scheme, Havant, Hampshire**

**An Archaeological Watching Brief**

**For Havant Borough Council**

by Elspeth St. John-Brooks

Thames Valley Archaeological Services Ltd

Site Code LHH 18/134

**October 2018**

## Summary

**Site name:** Southmoor, Langstone Harbour FCERM Scheme, Havant, Hampshire

**Grid reference:** SU 719 048

**Site activity:** Watching Brief

**Date and duration of project:** 17th - 27th September 2018

**Project manager:** Steve Ford

**Site supervisor:** Elspeth St. John-Brooks

**Site code:** LHH18/134

**Summary of results:** No finds or deposits of archaeological interest pre-dating post-medieval times were observed during the watching brief. Seawall foundations exposed were likely to be of 19th and 20th century date. The seawalls were either made of brick, concrete or stone, the foundations of which were of varying depth and construction.

**Location and reference of archive:** The archive is presently held at Thames Valley Archaeological Services, Reading and will be deposited with the Archaeology Data Service or Hampshire Cultural Trust in due course.

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Report edited/checked by:	Steve Ford ✓ 10.10.18
	Steve Preston ✓ 11.10.18

# Southmoor, Langstone Harbour, FCERM Scheme, Havant, Hampshire An Archaeological Watching Brief

by Elspeth St. John-Brooks

Report 18/134

## Introduction

This report documents the results of an archaeological watching brief carried out at Langstone Harbour, Havant, Hampshire (SU 719 048) (Fig. 1). The work was commissioned Ms Emma Harris on behalf of Havant Borough Council.

The aims of the overall project are to assess the seawall defences in the vicinity of Langstone Harbour and in particular, assessing ground stability and the conditions of the foundations of the seawalls which make up the surrounding flood defences. It has been agreed with the County Archaeological Officer for Hampshire County Council (HCC), archaeological advisers to the Borough that, due to the site's archaeological potential, an archaeological watching brief should be maintained during the test pitting, borehole extraction and window sampling. This is in accordance with the Department for Communities and Local Government's *National Planning Policy Framework* (NPPF 2018) and the Borough's policies on archaeology. The field investigation was carried out to a specification approved by Mr Neil Adam, County Archaeological Officer for Hampshire, the archaeological adviser to the Borough. The fieldwork was undertaken by Elspeth St. John-Brooks and Jo Pine from the 17th to 27th September 2018 and the site code is LHH18/134.

The archive is presently held at Thames Valley Archaeological Services, Reading and will be deposited with the Hampshire Cultural Trust in due course.

## Location, topography and geology

The site is located in the north-east corner of Langstone Harbour south-west of Langstone village. The site lies on an area of flat topography forming the shore of the harbour (Fig. 2), at a height of between 0.2m to 3.21m above Ordnance Datum (aOD). The underlying geology consists of Culver chalk formation which was observed in the boreholes and some of the window samples. Superficial deposits in the north of the site have been identified as alluvium consisting of clay, silt, sand and gravel whereas in the southern extent raised marine deposits of sand and gravel have been identified.

## **Archaeological background**

The project consisted of ground investigations in advance of proposals for new sea flood defences for the area around Langstone Harbour (approximately centred on SU 719 048). The archaeological potential of the site has been highlighted in a desk-based assessment (Prestidge 2017). In summary the site lies in a zone of markedly changed topography over archaeological time due to a rise in sea level since the last glacial maximum, *c.* 30,000 year BP. Now the site lies at the boundary of land and sea, but the sea may have lain as much as 40km to the south but progressively inundating the land as sea levels rose. Thus, for much of this time the site has been essentially terrestrial with human use of the environs probably typical of that of the rest of the coastal plain. However, as the nearby land changed from dryland to increasingly wetland with inundation, the environs of the site may have become more significant for settlements that specifically exploited these littoral locations, such as for fishing, shell fishing and salt production. The survey by Allen and Gardiner (2000) located several such sites, though none for the location of the present site.

A modest number of sites and finds are recorded for the environs of the site. For prehistoric times these comprise a collection of Neolithic flints (just south of the proposed works), Bronze Age urned cremations, and Late Iron Age/Roman occupation with salt making. For later periods there is some evidence for medieval ploughing (ridge and furrow), and ditches, track way, a watermill and 2 listed buildings of post-medieval date. The Langstone Harbour railway station, closed in 1963 also lies in the general area.

## **Objectives and Methodology**

The primary aim of the watching brief was to excavate and record any archaeological deposits affected by the groundworks. This involved the archaeological monitoring of areas of intrusive groundworks including boreholes, test pits and window samples, and should remains be found to be present, to excavate and record any archaeological deposits affected by the works.

## **Results**

The project consisted of monitoring a total of 27 test pits, 3 boreholes and 5 window samples located on the foreshore and footpaths around Langstone Harbour (Fig. 2 and Appendix 1). The 27 test pits (TP1-TP31, where TP9, TP26, TP27, and TP30 were discarded) were excavated by hand, window samples were taken by hand

digging the initial stage and a handheld percussion corer thereafter and the boreholes were extracted using a borehole percussion rig.

The test pits breadth varied from 0.16m to 0.75m and the length from 0.20m to 1.50m depending on location due to the presence of footpaths. Window samples started with a pit then a percussion corer was used to extract core samples up to a depth of 4.00m excluding WS02 which was abandoned at the test pit stage (depth 0.67m) due to the mix of modern refuse and made ground present. Boreholes BH01 and BH02 were taken down to 10.00m and BH03 was taken down to 20.00m.

### *Test pits*

Test pits exposed the foundations of the seawall across the foreshore both on the north and south of Langstone Road. A sample of the differing styles of wall is illustrated in Plates 1 to 4. Test Pits were taken across the whole site and measured up to 0.51m x 0.48m. Test pits on the eastern side of Langstone Road ( A3023) were characterized by a sandy topsoil and some pits were contaminated with diesel causing a dark greyish black colouration to the sandy top and subsoil. Test pits were dug at an angle to examine the extent of the foundations below the seawall. Some pits were dug in other areas to the seawall, or through the footpaths above the seawall. The footpath test pits used a large angle grinder for removal of stone slabs. These pits often only reached a depth just below ground surface and examined the state of the foundations of houses adjacent to the footpath and the seawall. Descriptions can be found in Appendix 1, Table 1.

#### Footpath (eastern side of Langstone Road)

TP01–08, TP10–12, TP15 and TP21 were dug into footpaths to the north-west and south of the Royal Oak Pub, either through paving slab extraction or angle grinding the concrete footpath (up to 0.13m in thickness). All pits had made ground beneath the footpath up to 0.20m deep. TP06 was halted at a electricity cable at 0.30m

#### Car park (Ship Inn pub eastern side of Langstone Road)

TP29

#### Foreshore (eastern side of Langstone Road)

TP14, TP16, T17, TP19, TP31. TP14 recorded the oldest part of the seawall, red brick, highly eroded and bowing is evident on the expanse of this part of the seawall.

#### Foreshore (western side of Langstone Road)

TP22, TP23, TP24, TP25, TP28 into bund near WS03

## *Boreholes*

The boreholes were extracted in a range of locations across the area of interest.

BH01 was located on the foreshore south of the Royal Oak pub

BH02 was located near the redbrick seawall south of BH01

BH03 was located in the eastern area of the Ship Inn car park on top of the seawall through the tarmac.

Descriptions can be found in Appendix 1, Table 2.

## *Window Samples*

Window samples were taken in five locations, WS01 was taken through a paving stone walkway between the eastern wall of the Royal Oak pub and the edge of the seawall.

WS02 was located west of Langstone Road in the Langstone Sailing Club car park. The pit was taken down to 0.67m and measured 0.49m x 0.38m. It was full of modern detritus used to level out the car park.

WS03 was located west of Langstone Road near the parallel footpath.

WS04 was located on the shoreline on a crest near some houses west of Langstone Road and south east of TP22. This window sample consisted of 1.30m of flinty gravel and sand with chalky inclusions and shells. Underlying this was a large clast, sandy gravel of dark blackish grey colour up to 2.30m onto light brownish grey clayey silt up to 3.45m with the sample getting progressively more chalky down the profile.

WS05 was located on a spit of land south of the Sailing Club. The profile consisted of 0.09m of topsoil then a chalky subsoil up to 0.30m and a gravelling chalk up to 0.67m.

Descriptions can be found in Appendix 1, Table 3.

## **Finds**

No artefacts of archaeological interest were recovered.

## **Conclusion**

No finds or deposits of archaeological interest pre-dating post-medieval times were observed during the watching brief. The test pits varied in depth: most pits showed that the seawall foundations were very shallow, the deposits were mostly made up of sand and gravel. Deeper pits, the boreholes and some window samples found a clayey layer which is derived from the tidal and marine character of the area. Although the sea walls and

their foundations varied considerably in construction material and techniques, none appeared to be earlier than the late 19th century. Other than the walls themselves, nothing of archaeological interest was found overall.

## **References**

- Prestidge, O, 2017, 'Southmoor Asset Improvement Heritage Desk-based Assessment', AECOM unpubl rep, Bristol
- Allen, M and Gardiner J, 2000, *Our changing coast, a survey of the intertidal archaeology of Langstone Harbour, Hampshire*, CBA Res Rep **124**, York
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- NPPF, 2018, *National Planning Policy Framework*, Ministry of Housing, Communities and Local Govt, London
- WA, 2014, 'Waterfront Site, Mumby Road, Gosport, Hampshire: Archaeological Evaluation Report', Wessex Archaeology report 86261.02, Salisbury



## Appendix 1: Test Pit, Borehole and Window Sample details

Table 1. Test Pit details

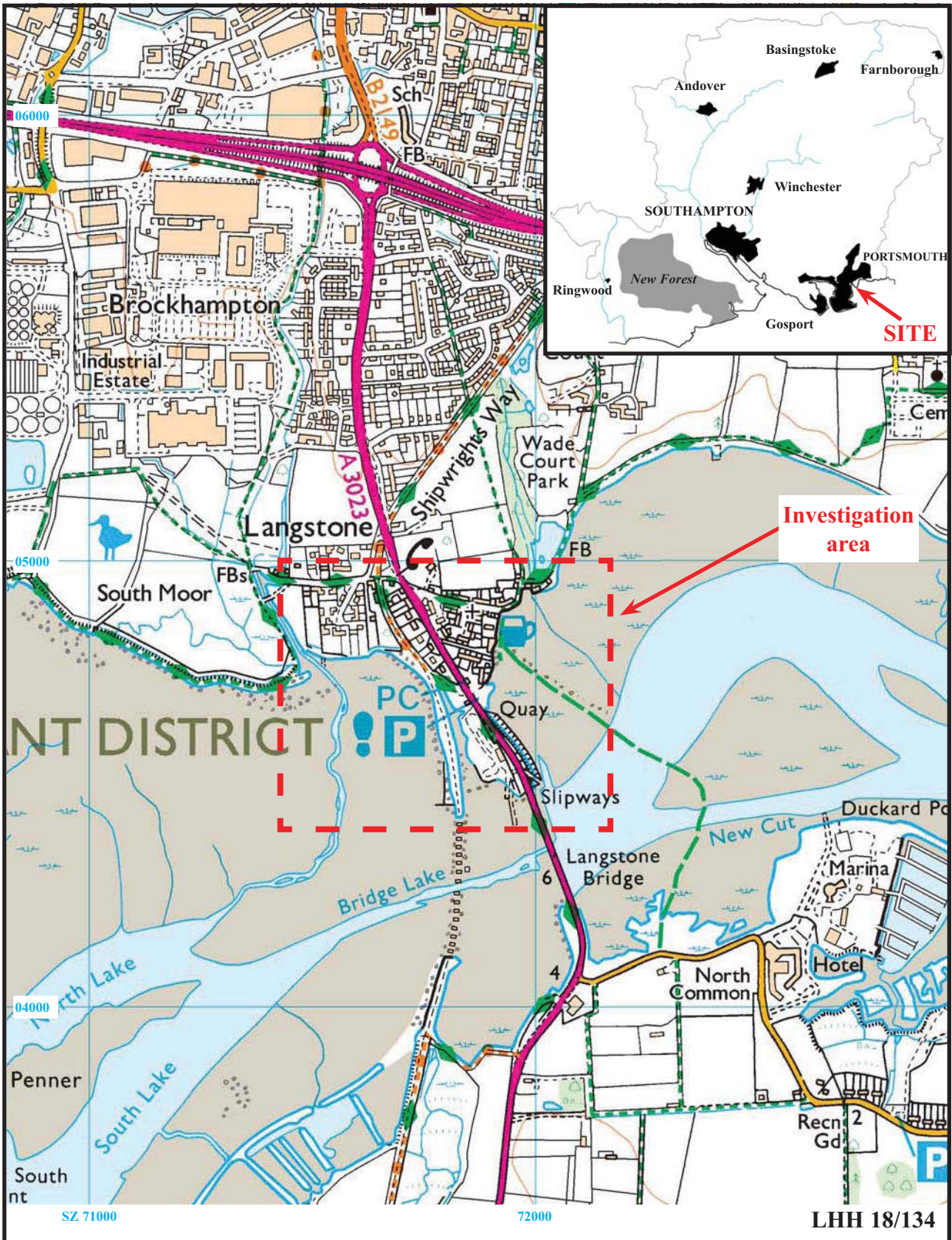
<i>Test Pit (TP)</i>	<i>Length (m)</i>	<i>Breadth (m)</i>	<i>Depth (m)</i>	<i>Comments</i>
01	0.30	0.40	0.78	0.00m-0.10m paving slab; 0.10m-0.20m concrete; 0.20m-0.78m+ mid brownish grey clayey silt with brick fragments
02	0.32	0.34	0.38	0.00m-0.12m concrete; 0.12m-0.38m+ mid orangey brown sandy clay
03	0.40	0.40	0.83	0.00m-0.10m paving slab; 0.10m-0.20m concrete; 0.20m-0.83m mid greyish brown silty clay with stone inclusions and occasional specks of CBM; 0.83m+ chalk cobble concrete
04	0.30	0.40	0.90	0.00m-0.12m paving slab; 0.12m-0.30m concrete; 0.30m-0.60m (mid brownish grey silty clay with limestone fragments); 0.60m-0.90m+ (mid greyish brown clayey silt with occasional small gravel)
05	0.26	0.35	0.35	0.00m-0.05m concrete; 0.05m-0.26m (mid greyish brown sandy gravel with brick fragments inside the seawall); 0.26m-0.35m+ (mid orangey brown sandy clay)
06	0.30	0.30	0.60	0.00m-0.10m paving slab; 0.10m-0.60m+ seawall (clayey sand with gravel inclusions and brick fragments)
07	0.30	0.29	0.40	0.00m-0.08m stone slab; 0.08m-0.20m (mid orangey brown sandy gravel with flints); 0.20m-0.40m+ (mid orangey brown sandy clay with flints)
08	0.31	0.32	0.34	0.00m-0.34m+ (mid brownish grey sandy gravel)
10	0.20	0.16	0.87	0.00m-0.06m concrete; 0.06m-0.13m (mid greyish brown gravelly sand); 0.13m-0.70m (light greyish brown clayey silt with medium sized gravel clasts); 0.70m-0.87m+ (mid brownish greyish gravel with brick fragments)
11	0.38	0.33	0.28	0.00m-0.28m+ (mid orangey brown coarse sandy large clast gravel)
12	0.95	0.32	0.65	0.00m-0.10m concrete; 0.10m-0.16m (light orangey grey gravelly clay); 0.16m-0.34m (mid brownish grey silty clay); 0.34m-0.65m+ (dark brownish grey silty clay with medium sized gravel clasts)
13	0.30	0.30	0.45	0.00m-0.16m (dark greyish brown coarse sand with rounded large clast gravel inclusions); 0.16m-0.21m (dark greyish brown sandy gravel, large clast gravel); 0.21m-0.45m+ (mid brownish grey sandy, large clast gravel)
14	0.40	0.29	0.16	0.00m-0.06m (dark greenish black sandy gravel, contaminated with diesel); 0.06m-0.16m+ (light brownish grey gravelly sand)
15	1.50	0.23	0.47	0.00m-0.07m concrete; 0.07m-0.47m+ modern wall construction material (dark blackish grey sandy gravel)
16	0.48	0.48	0.38	0.00m-0.38m+ (mid greyish brown gravelly sand)
17	0.32	0.42	0.61	0.00m-0.31m (dark greyish brown sandy gravel); 0.31m-0.61m+ (dark greyish black sandy clay, diesel contaminated)
18	0.38	0.32	0.72	0.00m-0.72m+ mixed modern debris layer (dark orangey brown coarse sandy gravel)
19	0.35	0.32	0.78	0.00m-0.25m (dark greyish black medium clast sized gravelly sand, diesel contamination); 0.25m-0.36m (mid orangey brown medium clast size gravelly sand); 0.36m-0.42m (dark bluish grey sandy clay derived from tidal/marine deposition with chalky lumps); 0.42m-0.78m+ (dark greyish brown sandy clay)
20	0.51	0.48	1.09	0.00m-0.31m (dark greyish black fine grained silty sand with diesel contamination); 0.31m-1.09m+ (dark greyish black silty coarse sand with a greater quantity of gravel inclusions)
21	0.32	0.75	0.94	0.00m-0.13m stone slab; 0.13m-0.94m+ modern seawall construction material (dark blackish grey clayey sand and large gravel clasts and brick fragments)
22	0.34	0.32	0.38	0.00m-0.38m+ (light yellowish brown gravelly coarse sand)
23	0.35	0.34	0.35	0.00m-0.35m+ (light yellowish brown gravelly coarse sand)
24	0.39	0.30	0.58	0.00m-0.58m+ (light yellowish brown coarse sand with ~50% subrounded, small sized gravel clasts)
25	0.28	0.29	0.36	0.00m-0.36m+ (mid greyish brown coarse sand with ~50% subrounded, small sized gravel clasts and a good portion of brick fragments)
28	0.36	0.38	1.07	0.00m-0.10m topsoil; 0.10m-0.68m (mid orangey brown gravelly silt with modern brick fragments and chalky inclusions); 0.68m-1.07m+ (mid orangey brown clayey silt with brick fragments)
29	0.28	0.38	0.51	0.00m-0.02m tarmac; 0.02m-0.15m (mid greyish brown gravelly sand, small clast gravel); 0.15-0.51m+ (mid brownish grey gravelly sand with large clast gravel)
31	0.28	0.43	0.43	0.00m-0.43m+ (mid orangey brown silty clay)

Table 2. Borehole details

<i>Boreholes (BH)</i>	<i>Depth (m)</i>	<i>Comments</i>
01	10.00	0.00m-0.30m topsoil (dark blackish grey with gravelly sand and flints); 0.30m-1.20m (mid greyish blue sandy clay marine and tidal derived, which oxidised to reddish orange on the surface; 1.20m-10.00m+ natural geology (light greyish white Culver chalk)
02	10.00	0.00m-0.30m topsoil (dark blackish grey with gravelly sand and flints); 0.30m-1.20m (mid greyish blue sandy clay marine and tidal derived, which oxidised to reddish orange on the surface; 1.20m-10.00m+ natural geology ((light greyish white Culver chalk)
03	20.00	0.00m-0.07m tarmac; 0.07m-0.27m modern levelling deposit associated with the car parks construction (dark blackish grey sandy gravel mixed with modern debris, broken redbrick and chalky lumps); 0.27m-4.05m (mid orangey brown/light bluish grey, sandy clay deposit with inclusions of broken red brick and flint clasts); 4.05m-4.80m similar character to overlying deposit, fewer inclusions; 4.80m-7.50m (light bluish grey, chalky); 7.50m-20.00m+ natural geology (light greyish white Culver chalk)

Table 3. Window Sample details

<i>Window Samples (WS)</i>	<i>Depth (m)</i>	<i>Comments</i>
01	4.50	0.00m-0.10m paving slab; 0.10m-0.20m (sand); 0.20m-0.80m (greyish brown silt with brick/slate inclusions and limestone lumps); 0.80m-1.20m (mid brown silty clay, occasional limestone lumps); 1.20m-3.00m (greyish brown silty clay, occasional small chalk fragments); 3.00m-3.60m (light greyish brown silty clay); 3.60m-4.50m+ natural geology (light greyish white Culver chalk)
02	0.67	0.00m-0.11m car park material, modern bricks and debris (light brownish grey gravel); 0.11m-0.24m (mid brownish grey sandy clay); 0.24m-0.67m large chalky lump inclusions (dark blackish grey silty sand)
03	3.00	0.00m-0.30m topsoil/made ground; 0.30m-2.70m (brownish grey silt darkening down the profile); 2.70m-3.00m+ natural geology (light greyish white Culver chalk)
04	3.45	0.00m-1.30m (Mid brownish grey, gravelly sand with flint, chalk inclusions and shells); 1.30m-2.30m (dark blackish grey large clast, sandy gravel); 2.30m-3.45m (light brownish grey clayey silt progressively chalkier down the profile)
05	4.00	0.00m-0.24m topsoil/modern debris in pebble beach material (gravelly sand, brick fragments, rounded clasts of flint); 0.24m-0.45m subsoil (dark greyish brown, sandy clay, inclusions of flint and shells); 0.45m-0.94m (dark greenish black sandy clay full of shells and brick fragments); 0.94m-1.60m (dark blackish brown sandy clay with shells and brick fragments); 1.60m-1.89m (light brownish grey silty clay with fewer inclusions); 1.89m-2.00m (dark greyish green sandy, small clast gravel); 2.00m-2.81m (light brownish grey gravelly sand, angular gravel small in size); 2.81m-3.66m (mid brownish grey sandy gravel with angular medium sized stones); 3.66m-3.84m (mid bluish grey silty clay, tidal/marine derived); 3.84m-4.00m+ natural geology (light greyish white Culver chalk)



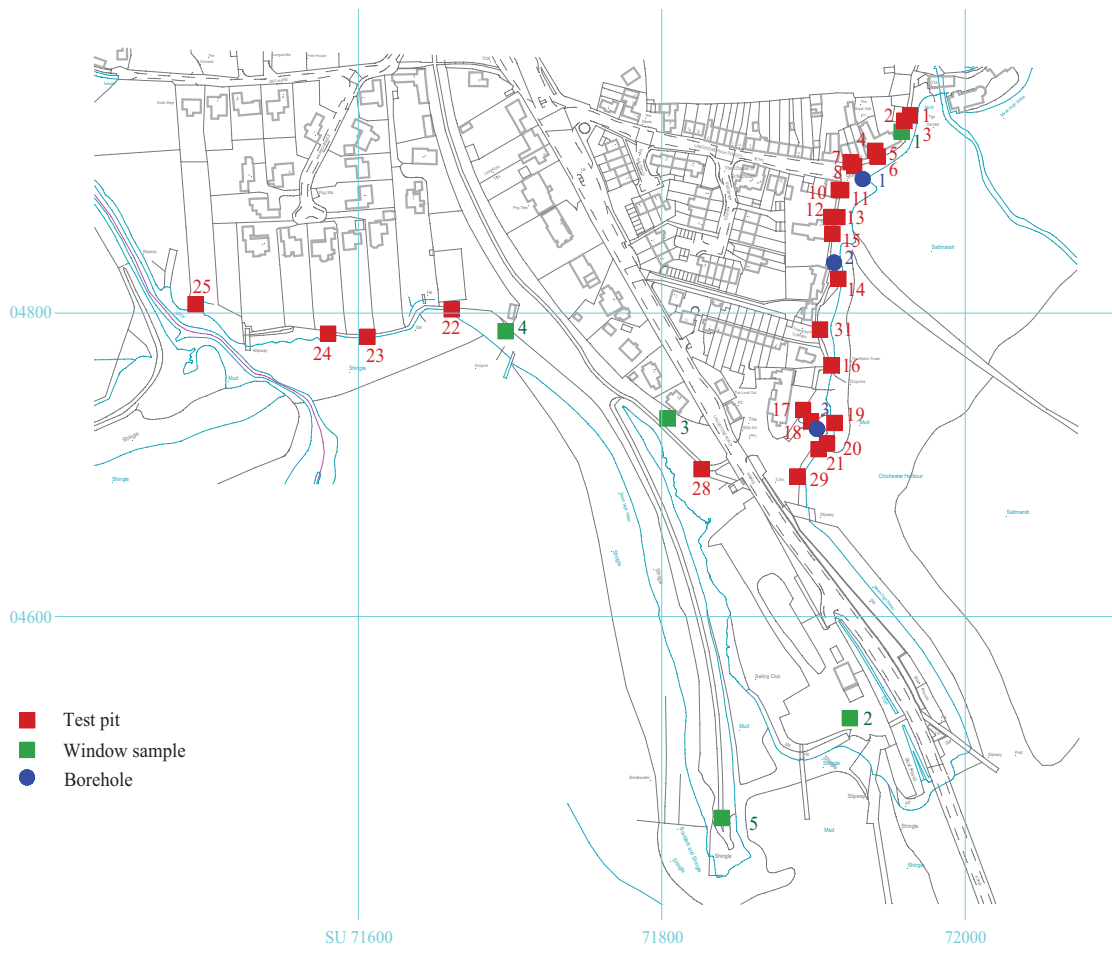
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Figure 1. Location of site in the Havant District and Hampshire

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Figure 2. Survey area showing ground investigation points.



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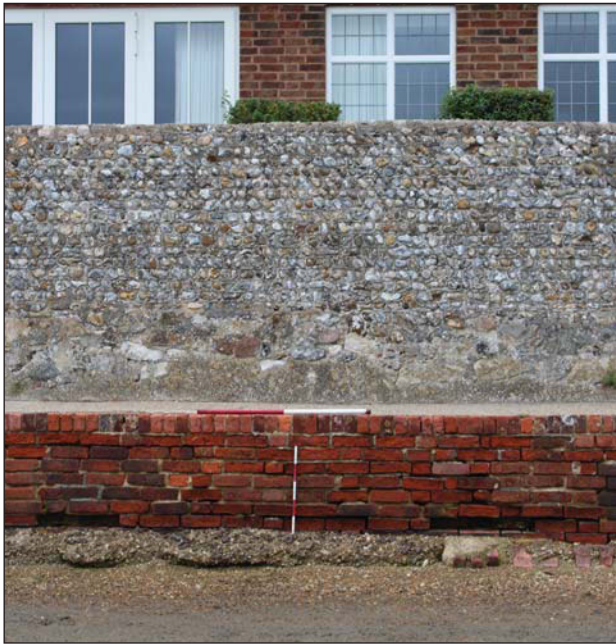


Plate 1. General view of the seawall, Scales: 1m and 0.5m.



Plate 2. Test pit 14, looking north-west, Scales: 1m and 0.5m.



Plate 3. Test pit 23, looking north-west, Scales: 1m and 0.5m.



Plate 4. Test pit 8, looking north, Scales: 1m and 0.5m.

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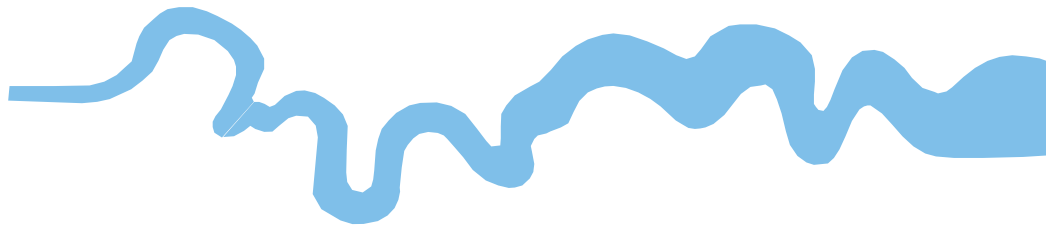
Southmoor, Langstone Harbour FCERM Scheme,  
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 Plates 1 - 4.

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## TIME CHART

	Calendar Years
Modern _____	AD 1901
Victorian _____	AD 1837
Post Medieval _____	AD 1500
Medieval _____	AD 1066
Saxon _____	AD 410
Roman _____	AD 43 AD 0 BC
Iron Age _____	750 BC
Bronze Age: Late _____	1300 BC
Bronze Age: Middle _____	1700 BC
Bronze Age: Early _____	2100 BC
Neolithic: Late .....	3300 BC
Neolithic: Early .....	4300 BC
Mesolithic: Late .....	6000 BC
Mesolithic: Early .....	10000 BC
Palaeolithic: Upper .....	30000 BC
Palaeolithic: Middle .....	70000 BC
Palaeolithic: Lower .....	2,000,000 BC





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