

# Archaeological Observation (Watching Brief)

Phases 1 & 2  
New Manufacturing Facility  
Rolls-Royce  
Filton  
Bristol

NGR: ST 606 807

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# 1. Non Technical Summary

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*The majority of the site comprised undisturbed dark brown topsoil overlying natural sandy clays.*

*Two areas of post-medieval disturbance/activity were located around the southern and eastern end of the site. The eastern end revealed an area of demolition rubble that appeared to be the remains of a large chimney or vent associated with a former testing plant located to the east. The foundations of this structure, comprising a steel reinforced concrete surface 0.4m thick, and the concrete foundation of a brick boundary wall were also located.*

*At the southern end of the site was a long section of steel reinforced concrete probably relating to a boundary fence surrounding the plant. A second terminus of a steel reinforced concrete base was located to the southeast and within the central area of the southern end of the site was an undulating gently inclined concrete surface with inserted ceramic drains, possibly relating to filter beds associated with a nearby processing plant, although more likely relating to feed water from a series of land drains running across the site.*

*No features earlier than the post-medieval period were located. Pottery finds were minimal with only a few sherds of post-medieval white glazed ware being located.*



Plate 1: View of site, looking E

## 2. Introduction

Border Archaeology was instructed by Scott Wilson Kirkpatrick & Co Ltd to undertake archaeological observation (commonly known as a watching brief) of groundworks relating to construction of Phase 1 New Manufacturing Facility at Rolls-Royce Filton Bristol (**Fig. 1**) in accordance with planning condition 18 (Ref: PTO4/1737/F).

This report incorporates the Phase 1 report submitted on September 14<sup>th</sup> 2005.

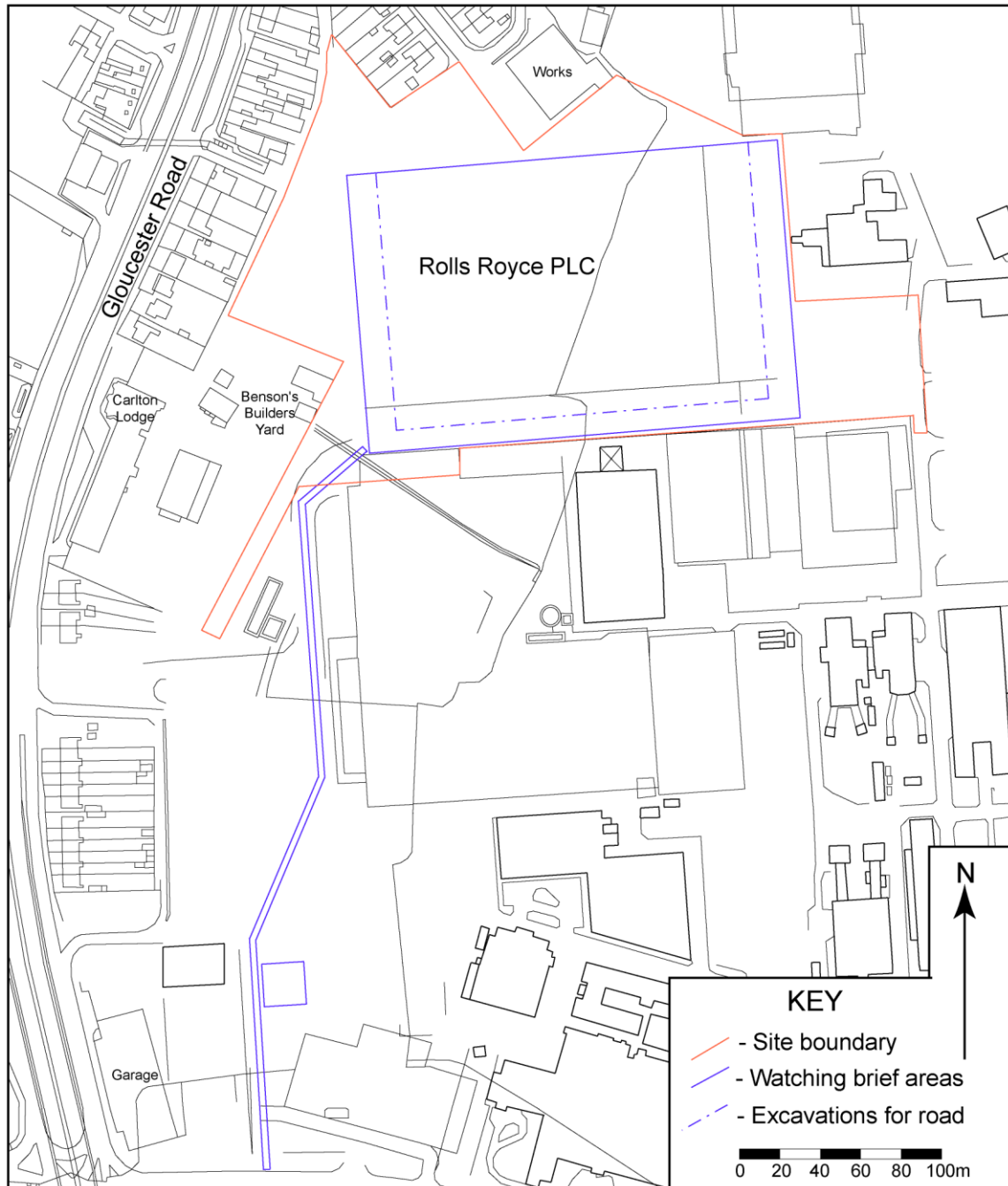


Fig. 1: Site location plan

## 2.1 Soils & Geology

The site lies within an unsurveyed urban/industrial area (Soil Survey of England and Wales 1983); however, predominant within the local area are seasonally waterlogged slowly permeable clayey soils (pelo-stagnogley soils) of the DENCHWORTH series (712b) overlying Jurassic and Cretaceous clay. Also present are slowly permeable clayey soils (typical argillic pelosols) of the WORCESTER series (431) overlying Permo-Triassic reddish mudstone.

## 3. Methodology

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The archaeological observation was carried out in two phases and all excavation and/or soil disturbance within the specified area was monitored (**Fig. 2**).

Phase 1 was conducted in the summer of 2005 and comprised reduced level excavation for the new manufacturing facility, this being a cut/fill/stone exercise to at least 2m below the existing ground level.

Phase 2 comprised the insertion of a concrete drainage pipe running from the southern end of the existing car park to the new manufacturing facility and incorporating the construction of a 25m<sup>2</sup> 'surface water attenuation pond' at the southern end of the site.

A full written, graphic and photographic record was made using pro forma record forms and sheets in accordance with archaeological practices set out by the Institute of Field Archaeologists (1994; revised 2001).

A detailed stratigraphic record made using a context numbering system.

Archaeological deposits, features and structures were recorded in plan and section or elevation at a scale of 1:20. Large areas of the site encompassing extended linear features were planned at a scale of 1:100.

All deposits, features and structures identified were photographed using 35mm colour print and 4.0MP digital formats.

A temporary benchmark of 59.36m OD was established on site.

## 4. Archaeological Observation

### 4.1 PHASE 1

#### 4.1.1 Topsoil Strip

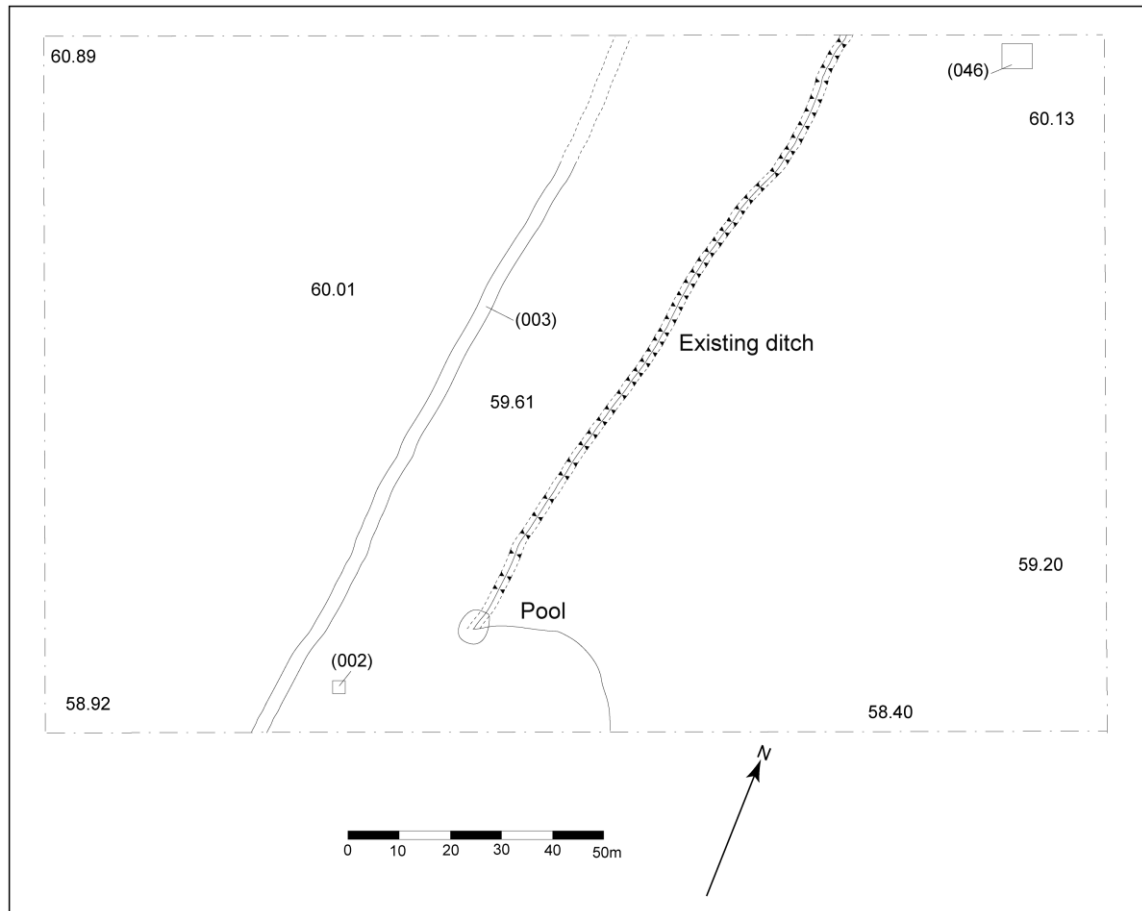


Fig. 2: Plan of surface features revealed after topsoil strip

The initial removal of surface debris and vegetation revealed three modern features, the most extensive of which was the uppermost deposition of a partially tarmaced gravel road orientated approximately N-S (003) (**Fig. 2**). The majority of the road was visible prior to the topsoil strip and the feature appeared to be associated with a former processing plant located at the northern boundary of the site (**Plates 2 & 3**). Aerial photographic evidence suggests that the area being excavated probably had a closer relationship with this building than with the Rolls-Royce plant. The trackway ran from this plant to the edge of a small coppice located at the central southern end of the site.



Plate 2: View N showing route of trackway, with former processing plant visible at top of photograph (003)



Plate 3: View N showing detail of track surface (003)

The second feature located at the southern central area was a small concrete platform (002) immediately W of the trackway (**Fig. 2**). Several sections of ceramic piping running through the base of this structure suggested that it related either to an inspection chamber or a small pumping station. The third feature (which was already visible on the surface of the site and is recorded here for completeness) was a concrete surface located in the extreme NE corner of the site (040) (**Plate 4; Fig. 2**). Situated on the concrete surface was a set of steps adjacent to a series of pipes, the precise purpose of which was unclear, although an association with the Rolls-Royce plant and possibly a series of vents or chimneys located to the S seems likely.



Plate 4: View W showing concrete surface (040)

A boundary fence located approximately 30m from the E end of the excavation and which delineated the Rolls-Royce site was removed as part of the strip. The fence was orientated NE–SW and ran across the width of the trench (over 130m).

#### 4.1.2 Reduced Level Excavation

The site was stripped using two 360 excavators working W-E across the site, the ground level being reduced to around 57m OD. The majority of the western half of the site revealed a fairly undisturbed uniform stratigraphy consisting of dark brown silty sandy clay topsoil (001) overlying dark brown silty sandy clay subsoil (004). Beneath (004) was natural deposition, (008) & (010), composed of whitish to light brown calcareous sandy clays. Underlying (004) and overlying (008) at the western end of the site was an orangey-brown sandy clay deposit (005). Natural soils generally occurred between 0.5m and 1m below the existing ground level.

At the extreme NW and SW of the site was a localised seam of slate, (009) & (011). This occurred at around 1m below existing ground level at the NW and, due to sloping topography, at 0.6m at the SW, within the 'turning area' (**Plates 5 & 6**).

Only one feature was located in the NW part of the site. This was a small roughly circular pit [006] located immediately E of the seam of shale/slate. The pit cut through (008) and into (010) and was filled by orangey-red sandy gravelly clay with no inclusions, which was overlain by (005). This appeared to be a modern dumping deposit.

A roughly circular vehicle turning area excavated in the SW corner of the site revealed the remains of a steel reinforced concrete footing (041), probably relating to an earlier site boundary. The feature was orientated approximately NW-SE and was overlain by a post-medieval topsoil (043). The concrete was in a rectilinear cut which cut into natural deposition (010) and (011).



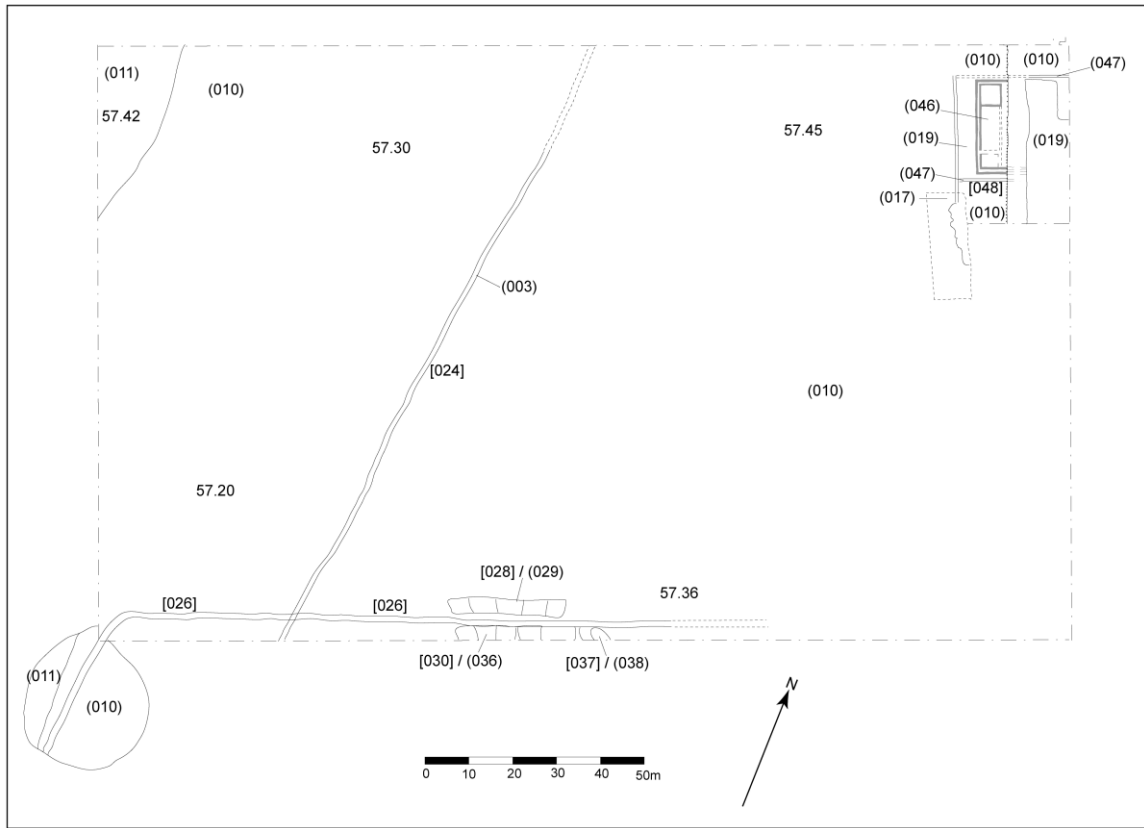


Fig 3: Plan of features located during excavation



Plate 5: Extent of slate/shale in NW corner of site, looking N



Plate 6: Slate/shale in NW corner of site, looking W



Plate 7: View SE showing steel reinforced base of possible boundary fence in SW 'turning' area

Curving through context (040) was the cut [026] and dark brown sandy clay fill of a utility trench (**Plate 8; Fig. 3**). This extended across the entire southern end of the site.

No other features were recorded between the western side of the excavation and the trackway running across the site.



Plate 8: Utility cut [026] and fill and recurrence of slate/shale geology in SW 'turning' area, facing N

As excavation proceeded through the trackway, its composition was revealed as three layers of deposition within a u-shaped (in section) cut [034] through subsoil (004) (**Plate 10**). The uppermost (previously described) deposit (003) overlay a series of angular sandstone fragments laid diagonally (012) and these in turn overlay a thin layer of iron furnace slag and heavily corroded iron waste (013). Both of these deposits appeared to be base materials for the road and suggest that it was originally well constructed. It is possible the iron slag/waste came directly from the nearby Rolls-Royce plant but little identifiable material was located within its make-up. Two fragments of white glazed ware were located within this context.

Underlying the trackway and following its route was the cut and fill of a trench for two sewage/drainage pipes [022] that probably related to the former processing plant now outside the site boundary. The trench was filled with moderately compacted mid brown silty sandy clay containing occasional iron waste and CBM (023) and was cut into the natural (010).



Plate 9: General view of the stratigraphy revealed over the majority of the site, facing E



Plate 10: Section through (003), looking N

On the western side of trackway [034] in the southern central area of the site were two sections of what appeared to be the same concrete surface, (036) & (039). These appeared to have been partially removed at the northern side and severed by the utility trench [026].



Plate 11: Concrete surface adjacent to central part of N-facing section. To left of picture the concrete has been cut to insert a utility trench. Facing E.

The surface consisted of five inclined concrete sections (**Plate 11**), the central three of which were 4m wide, while the outer two, which reduced in width towards their southern end, were 3.5m wide. Each of these sections was joined by a concrete channel containing a section of ceramic land drain (**Plate 12**). The concrete also rose gently from the channel to the highest point in the centre of each section.



Plate 12: Detail of ceramic drain. Facing W

The concrete occurred at approximately 1m below the existing ground level and had been cut [030] into the natural soils (010); it was backfilled over by a series of apparent dumping deposits containing CBM, mollusc remains, concrete and charcoal flecking (031) (**Plate 14**) and which underlay topsoil (001). The concrete extended into the N-facing section of the site and for the majority of its width into what is now an overgrown coppice within the existing site boundary, although aerial photography suggests that it had previously formed part of the field within which the majority of the site lies. It should be noted that the eastern edge of the surface aligned precisely with the edge of the factory in the photograph below and the alignment of the easternmost drain was almost exactly that of a series of inspection covers visible on the road adjacent to this site. The surface continued N (039) within what appeared to be a continuation of cut [130], although, as it was badly truncated by the utility trench, it has been recorded as [128]. A similar fill to (031), consisting of dark brown silty sand with dumping materials (029), overlay this section of the concrete surface.



Plate 13: N-facing section above concrete surface (036)

The function of this inclined surface is unclear but it may have related to the former processing plant, specifically to ponds and associated filtration units. The quantity of shellfish remains incorporated within the dumping material overlying the concrete suggests that this surface was in use during the lifetime of the plant; however, it seems more likely that it served as a collector on land running from the N of the site (unfortunately, damage to the northernmost part of concrete surface had also removed the relationship with the land drains) so the water could be drained into an existing drainage system at the Rolls-Royce plant. (It may be that these land drains did contain water from filtration units associated with the processing plant but that these were located outside the excavated area).



Plate 14: Shellfish deposition within context (031)

To the N of this feature, on the eastern side of the trackway overlying topsoil (001), was a later dark brown silty sand topsoil (014) measuring 0.2–0.3m in thickness, which overlay an orangey-brown sand/brick measuring 0.1–0.25m in thickness (015). Both of these seem to have been levelling deposits to flatten the undulating nature of the field in this area.

Located 7m E of this concrete surface was the terminus of a steel reinforced concrete fence base (038) similar to context (041) (**Plate 15**). The base appeared to be orientated NW–SE, underlying topsoil (014) and cutting into natural (010). On this orientation, the fence line would run directly through the nearby factory building, suggesting the fence predated the factory.

Within the area delineated by a boundary fence as the Rolls-Royce plant the amount of soil disturbance increased and a series of features associated with 20<sup>th</sup> century activity were identified.

The NE end of the site contained a number of features possibly associated with a large chimneystack or vent, now demolished, that is believed to have been sited in this area and which was originally associated with an engine testing plant located to the E (approximately 20m E of the limit of excavation). The remains of this chimney/vent were represented by demolition deposits (019) and a concrete surface (046) (**Plates 16 & 17**), which was overlain by topsoil (014) at depth of 0.4m. The deposits filled a large roughly rectangular cut measuring 11m in length and which was cut into natural soils (010). Underlying context (019), 1.2m below the existing ground level, was a large steel reinforced concrete platform measuring >20m x 20m x 0.4m (046), which may well have been the foundation for the chimney/vent, although it was fully exposed and removed

following completion of the observation and a full interpretation is thus not possible. On the western side of this surface was a series of walls forming three partitions, which were delineated by thinner steel reinforced concrete enclosures; the function of these partitions is unclear.



Plate 15: Concrete fence base (038). Facing S.



Plate 16: Demolition debris (019) overlying (026) at eastern end of site. Facing S.

Also associated with feature (046) was brick foundation wall (017) orientated N-S and running from these features to the N of the excavation. The wall overlay a concrete foundation (047) that cut [048] into natural soils (010). This foundation ran N-S and at each end turned to E and ran into the W-facing section.





Plate 17: Concrete surface (046) and overlying demolition material (019). Facing E

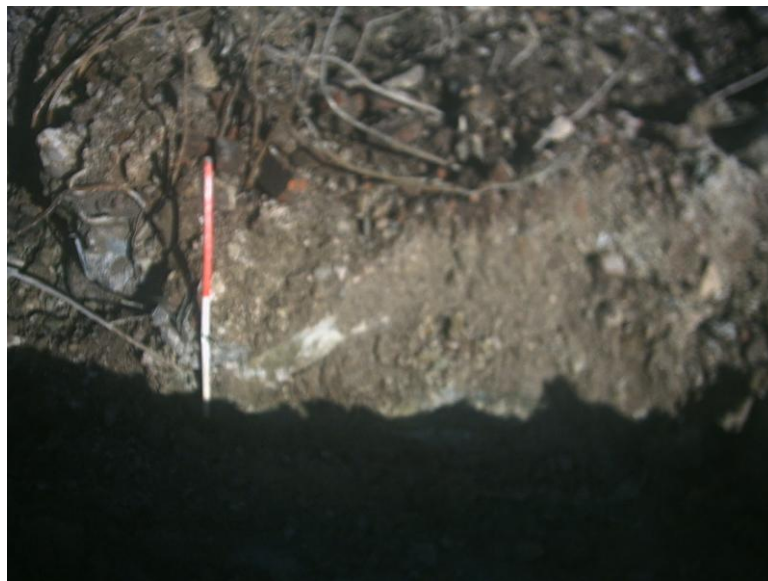


Plate 18: Edge of concrete surface (046). Facing E.



Plate 19: Concrete foundation (047). Facing E.



Plate 20: Brick Wall (017). Facing N.

To the S of this feature was another cut [044] filled with demolition rubble (045), which again cut into natural soils. This feature was not fully excavated prior to completion of the observation but appeared to be associated with a fuel carrying service pipe and the demolished chimney/vent. Immediately W of this feature, underlying (014) and overlying (010) at a depth of 0.3–0.4m, was a well compacted gravel layer of hard standing (016), which covered an area of >30m x >0.1m.

Removal of the concrete surface (040) in the NE corner of the site, which was located during the topsoil strip, revealed that it was up to 0.4m thick and that it directly overlay natural soils (010).

## 4.2 PHASE 2

This phase comprised the excavation of a trench across the main car park, a distance of some 340m, which was carried out in stages to enable continued use of the car park.

The first section excavated comprised a trench 1m wide located to the S of the Plant Engineering Transport Services building at the southernmost end of the Rolls-Royce car park between ST 60627 80665 and ST 60611 80677. The stratigraphy in this area was fairly consistent, comprising tarmac (1001) overlying a gravel sub-base (1002), which overlay a dark brown loosely compacted silty sand with moderate amounts of brick (1003). Underlying this was a moderately compacted light orangey-brown sand (1004), which overlay a layer of naturally occurring mudstone (1005). Underlying (1005) was a loosely compacted blue gley (1006). The stratigraphy was occasionally cut by service trenches, the deepest of which extended to 1m below the existing ground level. The trench was up to 1.8m in depth at this point. No finds of archaeological significance were located within this section of trench.



Plate 21: Stratigraphy in Section 1 between ST 60627 80665 and ST 60611 80677. Facing W.

An inspection pit was excavated adjacent to the SW corner of the Plant Engineering Transport Services building; no change in the stratigraphy was observed apart from slight variations in the thickness of deposits. Adjacent to this section was the upper concrete layer of a former fuel tank associated with the Plant Engineering Transport Services building. At this point the trench turned N and between ST 60596 80690 and ST 60591 80705 two spur trenches ran to the W. The southernmost spur ran between

ST 60590 80696 and ST 60569 80695 and the northernmost between ST 60590 80706 and ST 80701. Within these two sections of trenching was a layer of brick building rubble (1007) lying between (1002) and (1003), which may have come from a demolished building within the immediate vicinity, although no further evidence of such a structure were found and it seems more likely that material was brought in as hardcore. The remaining stratigraphy within the trench was identical to that previously recorded.

Both spur trenches terminated in a 25m<sup>2</sup> 'pond' that was excavated to a depth of 1.3m with gently sloping sides and a flat base. No change in stratigraphy was observed in this area (**Plate 22**).



Plate 22: Picture of pond, facing N

The main trench continued N, leaving the Plant Engineering Transport Services compound at ST 60591 80716, from which point it ran through the Rolls-Royce plant car park to ST 60591 80716 (**Plates 23 & 24**). The depth of the trench increased as it continued N due to rising topography; however, only minor stratigraphic changes were noted, with the layer of mudstone (1005) increasing to a maximum of 0.6m in thickness while the underlying blue gley (1006) continued beyond the trench base, which reached a maximum depth of 4m.



Plate 23: General view of stratigraphy within trenching



Plate 24: General view of stratigraphy within trenching

At the end of the end of the car park the trench passed through a gravelled temporary parking area (ST 60575 80893 to ST 60578 80927) before passing to the S of the new Rolls-Royce plant. The stratigraphy in this area changed slightly, with the gravel hard standing (1008) overlying a well-compacted orangey-brown sandy clay (1009), which overlay mudstone (1005) and blue gley (1006) similar to (1004). The archaeological observation on Phase 2 of the groundworks ended within this gravelled area at ST 60578 80927. No significant features were located at any point.

## 5. Conclusion

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The archaeological observation revealed very limited disturbance, the majority of which was of 20<sup>th</sup> century date and concentrated around the edges of the site within the original boundaries of the Rolls-Royce plant.

The majority of the remains directly relating to activity associated with the Rolls-Royce plant were located at the eastern end of the site in Phase 1 and consisted of a large concrete base and associated brick walls, possibly relating to a large chimneystack or vent used in the engine testing processes carried out at a nearby building.

The concrete surface located on the southern edge of the site in Phase 1 may have related to a former processing plant but was more probably a simple drainage feature.

Phase 2 revealed a similar picture of limited disturbance prior to the expansion of the Rolls-Royce site in the latter part of the 20<sup>th</sup> century.

## 6. Copyright

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## 7. Bibliography

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Soil Survey of England & Wales (1983), Silsoe, England

## 8. Appendix A: Context Register

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### 8.1 Phase 1

CONTEXT NUMBER	DESCRIPTION
(001)	Loosely compacted dark brown sandy clay loam with occasional mudstone & occasional to moderate occurrences of yellowish-brown sandy clay and grey sandy clay. Extends over majority of western end of the site to a depth of 0.3-0.4m.
<i>INTERPRETATION:</i>	<i>Modern topsoil</i>
(002)	Concrete foundation measuring c. 2m x 2m x 0.2m. Contains ceramic drainage pipe.
<i>INTERPRETATION:</i>	<i>Base of inspection chamber or small pumping station, early to mid C20</i>
(003)	Partially tarmaced gravel surface of trackway. Orientated approximately N-S. Moderate amounts of sandstone and mudstone, occasional CBM fragments.
<i>INTERPRETATION:</i>	<i>Trackway running from processing plant to unknown location (possibly filtration ponds) early to mid C20</i>
(004)	Loosely to moderately compacted dark brown silty sandy clay with occasional small pieces of mudstone and sandstone. Extends over majority of western end of the site to a depth of 0.4m.
<i>INTERPRETATION:</i>	<i>Post-medieval subsoil</i>
(005)	Moderately compacted orangey-brown sandy clay. No inclusions. Covers entirety of site.
<i>INTERPRETATION:</i>	<i>Natural subsoil</i>
[006]	Cut, circular in plan, 0.6m (diameter) & 0.3m (depth). Break of slope top moderate, sides moderate to gradual, break of slope base gradual, base concave. Filled by (007)
<i>INTERPRETATION:</i>	<i>Post-medieval dumping deposit</i>
(007)	Loosely to moderately compacted orangey- / reddish-brown gravel and sand. Measures 0.6m (diameter) & 0.3m (depth).
<i>INTERPRETATION:</i>	<i>Fill of modern dumping deposit</i>
(008)	Moderately compacted light brownish-grey sandy clay with occasional sandstone. Similar in composition to (010), probably discoloured by worm/root activity. Extends over approximately half of the site to a depth of <0.4m
<i>INTERPRETATION:</i>	<i>Natural deposition</i>
(009)	Moderately compacted grey and light brown (layered) slate/shale. Measures >30m x >10m x <1m.
<i>INTERPRETATION:</i>	<i>Natural slate/shale deposits</i>
(010)	Moderately compacted light grey (with yellowish-orange and white banding) sandy clay with occasional carboniferous rock. Extends over entirety of site to a depth of >0.6m.
<i>INTERPRETATION:</i>	<i>Natural deposition</i>

CONTEXT NUMBER	DESCRIPTION
(011)	Moderately to well-compacted dark grey slate/shale. Measures >30m x >10m x >3m
<i>INTERPRETATION:</i>	<i>Natural shale/slate deposition</i>
(012)	Sandstone laid diagonally. Extends beyond site limit to a width of c. 4m and a depth of c. 0.3m.
<i>INTERPRETATION:</i>	<i>Base material for modern trackway</i>
(013)	Loosely compacted orangey-brown iron slag and iron waste materials. Occasional white glazed wares. Extends beyond site limit to a width of c. 4m and a depth of < 0.1m.
<i>INTERPRETATION:</i>	<i>Dumping deposit forming base material for modern trackway</i>
(014)	Loosely to moderately compacted dark brown silty clay loam with occasional angular sandstone and post-medieval CBM. Extends over entirety of eastern portion of site to a thickness of c.0.3m
<i>INTERPRETATION:</i>	<i>Modern redeposited topsoil, possibly relating to C20 levelling activity</i>
(015)	Loosely compacted orangey-brown sand and modern CBM, measuring 30m x >10m x 0.2m.
<i>INTERPRETATION:</i>	<i>Modern demolition/levelling deposit.</i>
(016)	Moderately compacted orangey-pink gravel. Approximately 100m x 100m x 0.4m (extends beyond excavation boundaries).
<i>INTERPRETATION:</i>	<i>Gravel hard standing possibly associated with a pair of vents/chimneys located in this area (now demolished, remaining debris recorded as (018)/(019))</i>
(017)	Eight courses of cement bonded unfrogged, standard gauge brick (extends below base of trench). Orientated N-S. >8m in length (extends beyond excavation limits)
<i>INTERPRETATION:</i>	<i>Brick foundation wall possibly relating to two chimneys/vents located in this area.</i>
[018]	Cut, rectilinear in plan, corners rounded, 11m x >5m x >0.8m. Break of slope top sharp, sides steeply sloping, base not fully excavated. Orientated: N-S. Filled by (019).
<i>INTERPRETATION:</i>	<i>Modern demolition cut relating to demolition of two chimney stacks/vents located within this area.</i>
(019)	Loosely to moderately compacted demolition rubble comprising brick, CBM, concrete, angular sandstone, fibreglass and brown silty sand. Also inclusions of metal (both steel and iron) mainly in the form of wire and glass. Measures 11m x >5m x >0.8m.
<i>INTERPRETATION:</i>	<i>Modern demolition fill of cut [018]</i>
(020)	Single course of cement bonded unfrogged standard gauge brick. Orientated roughly N-S. Measures 0.8m x 0.4m x 0.25m.
<i>INTERPRETATION:</i>	<i>Modern brick wall, possibly a continuation of (017)</i>
(021)	Concrete base in situ, measuring 1m x 0.5m x 0.15m, orientated N-S.
<i>INTERPRETATION:</i>	<i>Modern foundation concrete</i>
[022]	Cut, rectilinear in plan, corners not within trench, measures >12m x 0.43m x 0.42m. Break of slope top sharp, sides steeply sloping, break of slope base moderate to sharp, base concave. Orientation approximately N-S. Filled by (023).
<i>INTERPRETATION:</i>	<i>Modern sewage pipe cut</i>
(023)	Moderately compacted mid brown sandy clay with occasional post-medieval CBM, extends beyond site to a width of 0.6m and a depth of 0.4m. Fills [022].
<i>INTERPRETATION:</i>	<i>Fill of modern sewage pipe trench.</i>
[024]	Cut, rectilinear in plan, corners outside trench boundaries. Extends beyond site to a width of 0.5m and depth of 0.55m. Break of slope top sharp, sides vertical, break of slope base moderate to sharp, base concave. Orientation roughly N-S. Truncated by [026]. Filled by (025).

CONTEXT NUMBER	DESCRIPTION
<i>INTERPRETATION:</i>	<i>Cut of modern sewage/drainage pipe trench</i>
(025)	Loose to moderately compacted, mid to dark brown silty sand with occasional redeposited (010), CBM, angular sandstone, sewage pipe inclusions. Extends beyond site to a width of 0.5m and depth of 0.55m.
<i>INTERPRETATION:</i>	<i>Modern fill of sewage pipe trench</i>
[026]	Cut, rectilinear in plan, corners outside the area of excavation. Length not known, width <2m, depth not excavated. Break of slope top apparently sharp though not fully excavated, sides not fully excavated, base not excavated. Orientation roughly E-W. Filled by (027).
<i>INTERPRETATION:</i>	<i>Modern cut of utility trench</i>
(027)	Loose to moderately compacted, mid to dark brown sandy clay. Occasional CBM & angular sandstone inclusions. Extends beyond trench dimensions to a depth of <2m
<i>INTERPRETATION:</i>	<i>Modern fill of utility trench [026]</i>
[028]	Cut, rectangular in plan, corners rounded, measures 26m x 12m x >0.3m. Break of slope top sharp, sides steeply sloping (not fully excavated). Orientation roughly NE-SW. Truncated by [026]. Filled by (029). Apparent continuation of [030]
<i>INTERPRETATION:</i>	<i>Cut of concrete surface insertion pit</i>
(029)	Loosely compacted dark brown silty sand. Frequent CBM, occasional small concrete fragments, angular stones, reddish grit and slag and very rare iron inclusions. Measures 26m x 12m x >0.3m
<i>INTERPRETATION:</i>	<i>Backfill of cut [028]</i>
[030]	Cut, partially within section but appears rectangular, corners 90°, 10m x >0.4m x >0.6m. Break of slope top sharp, sides vertical, base not excavated. Orientation roughly NE-SW. Filled by (031). Associated with [028]
<i>INTERPRETATION:</i>	<i>Cut of modern dumping pit.</i>
(031)	Loosely compacted mid to dark brown sandy clay, occasional shell deposits, moderate CBM, occasional concrete, angular sandstone and charcoal flecking. Measures 10m x >0.4m x 0.6m
<i>INTERPRETATION:</i>	<i>C20 backfill of concrete surface excavation</i>
(032)	Not used
<i>INTERPRETATION:</i>	Not used
(033)	Not used
<i>INTERPRETATION:</i>	Not used
[034]	Cut, rectilinear in plan, corners not within excavated area. Extends beyond trench to a width of <4m and depth of <0.6m. Break of slope top sharp, sides steeply sloping, break of slope base moderate, base undulating but roughly flat/level. Orientation N-S approximately. Filled by (003), (012), (013).
<i>INTERPRETATION:</i>	<i>Cut of C20 trackway</i>
(035)	Cut, rectilinear in plan, corners 90°. Measures >26m x 0.5m x >0.5m. Break of slope top sharp, sides vertical, base not fully excavated. Orientation N-S. Filled by (017)
<i>INTERPRETATION:</i>	<i>Cut of post-medieval brick wall (017)</i>
(036)	Concrete surface orientated N-S c. 0.25m thick. Consists of five sections of formed concrete with drainage channels located between each section. Each section measures c. 4m in length and is inclined towards the centre. Fills [030].
<i>INTERPRETATION:</i>	<i>Concrete platform apparently associated with ceramic land drains and probably forming a surface for them to run through. Possibly associated with processing plant. Continuation of (039)</i>
[037]	Cut, square in plan with rounded corners, 2m x 2m x 0.4m. Break of



CONTEXT NUMBER	DESCRIPTION
	slope top sharp, sides vertical, break of slope base sharp, base flat. Orientation NW–SE. Fill (038).
<i>INTERPRETATION:</i>	<i>Cut for concrete foundation base</i>
(038)	Fragmentary steel reinforced concrete base c. 2m x 2m x 0.4m, appears to have been affected by demolition activity. Orientated NW–SE
<i>INTERPRETATION:</i>	<i>Demolished Rolls-Royce boundary foundation</i>
(039)	5 concrete slabs separated by 4 land drain channels. Each piece of concrete c. 5m in length. Drains orientated N–S. Concrete 0.25m in thickness. Drains c.0.15m in thickness.
<i>INTERPRETATION:</i>	<i>Continuation of concrete surface (036)</i>
(040)	Concrete surface measuring 6m x 5m x 0.25m. Situated on the surface was a set of steps adjacent to a series of pipes, running from the N.
<i>INTERPRETATION:</i>	<i>The pipes probably relate to water and various fluids that were apparently used in engine testing plant to simulate environmental conditions. This suggests that this concrete was related to inspection of these pipelines or maybe even be the base of some sort of pumping station.</i>
(041)	Steel reinforced concrete base, partially demolished, measuring >30m x 2m x 0.2m. Orientated approximately E–W.
<i>INTERPRETATION:</i>	<i>Demolished Rolls-Royce boundary base</i>
[042]	Rectilinear cut measuring >30m x 2m x 0.2m. Corners not within excavated area. Break of slope top sharp, sides steeply sloping, break of slope base sharp, base flat. Orientated E–W. Filled by (041).
<i>INTERPRETATION:</i>	<i>Cut of concrete boundary foundation.</i>
(043)	Dark brown sandy silt demolition soil (topsoil) with frequent post-medieval CBM, gravel and plastic. Measures >30m x >30m x 0.2m.
<i>INTERPRETATION:</i>	<i>Post-medieval demolition topsoil</i>
[044]	Cut, roughly rectilinear in plan, exposed corners irregular. Measures >5m x 2m x >0.45m. Break of slope top undulating, sides irregular, break of slope base not fully excavated, base not fully excavated. Orientation: E–W. Filled by (045).
<i>INTERPRETATION:</i>	<i>Cut of C20 century fuel pipeline, probably associated with (046)</i>
(045)	Loosely to moderately compacted demolition material comprising modern CBM, dark brown sandy silt. Measures >5m x 2m x 0.45m.
<i>INTERPRETATION:</i>	<i>Fuel pipeline backfill</i>
(046)	Steel reinforced concrete surface measuring >20m x 20m x 0.4m (0.5m at W side).
<i>INTERPRETATION:</i>	<i>Probable foundation for chimney/vent located within this area.</i>
(047)	Concrete deposit measuring c. 30m in length x >0.2m x 0.4m.
<i>INTERPRETATION:</i>	<i>Concrete foundation</i>
[048]	Cut forming a squared u-shape in plan with angular corners. Measures c.30m x >0.2m x 0.4m. Break of slope top sharp, sides near vertical, break of slope bottom sharp, base flat. Filled by (047)
<i>INTERPRETATION:</i>	<i>Cut of foundation trench.</i>

## 8.2 Phase 2

CONTEXT NUMBER	DESCRIPTION
(1001)	Tarmacadam, covers entirety of car park
<i>INTERPRETATION:</i>	<i>Modern car park/ road surface</i>
(1002)	Sub-base, appears to underlie (1001) throughout the car park

<b>CONTEXT NUMBER</b>	<b>DESCRIPTION</b>
<i>INTERPRETATION:</i>	<i>Sub-base for (1001)</i>
(1003)	Loosely compacted dark brown silty sand with moderate amounts of post-medieval brick. Appears to be present throughout car park area, measuring 0.1-0.35m in thickness.
<i>INTERPRETATION:</i>	<i>Topsoil – prior to the deposition of (1001/1002)</i>
(1004)	Moderately compacted light orangey-brown sand. Appears to be present over the majority of Phase 2 area of site and c.0.7m in thickness.
<i>INTERPRETATION:</i>	<i>Subsoil</i>
(1005)	Well compacted mudstone deposit with some light greyish-yellow sand. Appears to underlie majority of car park up to 0.7m in thickness.
<i>INTERPRETATION:</i>	<i>Natural geology</i>
(1006)	Loosely compacted partially waterlogged greyish-blue sand
<i>INTERPRETATION:</i>	<i>Natural blue gley</i>
(1007)	Moderately compacted brick and CBM rubble measuring >35m x >25m x <0.3m
<i>INTERPRETATION:</i>	<i>Demolition deposit</i>
(1008)	Gravel hard standing measuring c.50m x c.0.3m x 0.35m
<i>INTERPRETATION:</i>	<i>Gravel hard standing for overflow car parking.</i>
(1009)	Well-compacted orangey-brown sandy clay, partially disturbed. Appears to underlie (1008) across its whole length. 0.35m in thickness. Similar to (1004).
<i>INTERPRETATION:</i>	<i>Post-medieval subsoil</i>