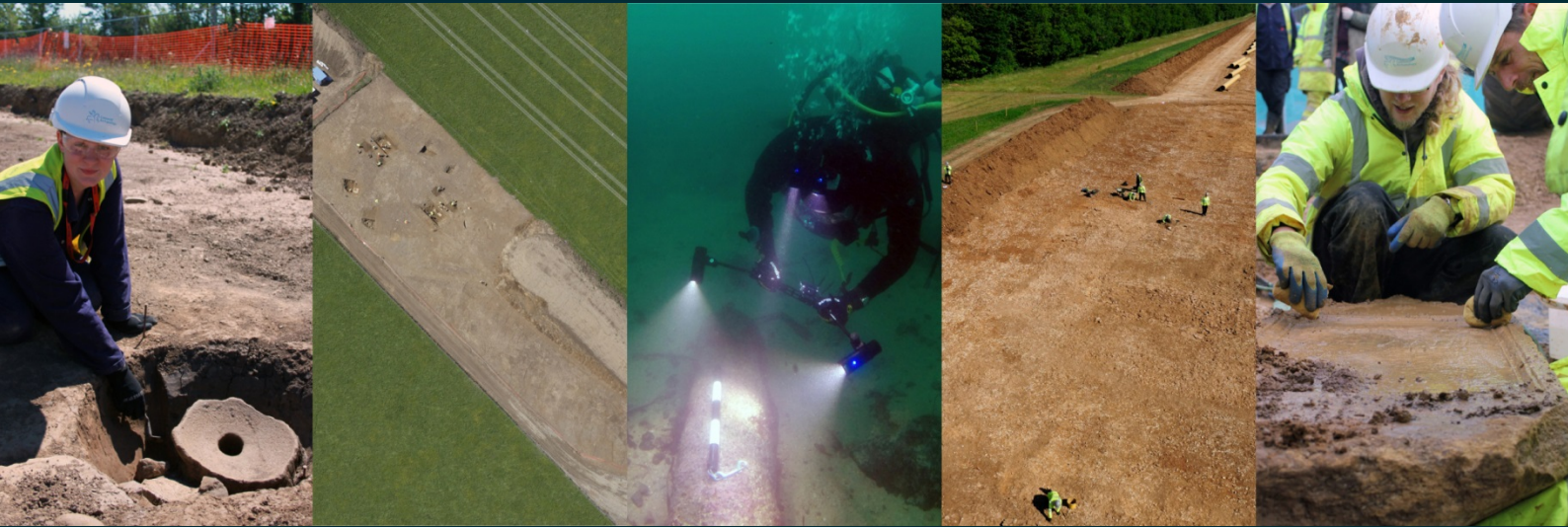


Former Ford Factory Wide Lane Southampton

Archaeological Evaluation



for
CgMs

On behalf of
Mountpark

SOU1722

CA Project: 770434
CA Report: 16500

September 2016



Former Ford Factory
Wide Lane
Southampton

Archaeological Evaluation

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Summary

Project Name:	Former Ford Factory
Location:	Wide Lane, Swaythling, Southampton
NGR:	SU 44503 16223
Type:	Evaluation
Date:	15 August to 6 September 2016
Planning Reference:	16/00885/FUL
Location of Archive:	CA Andover
Contractor Site Code:	FWL16
SOU Site Code:	SOU 1722

An archaeological evaluation was undertaken by Cotswold Archaeology in August and September 2016 at part of the Former Ford Factory, Wide Lane, Southampton. Thirteen trenches were excavated.

The evaluation uncovered the natural horizon across the site as brickearth deposits overlying river gravels. The brickearth had survived in most areas, apart from where modern development had caused localised truncation. The absence of buried topsoil/subsoil overlying the brickearth suggests that it was probably truncated in the 1930s during the initial development of the site. However, the levels of the surviving brickearth deposits correspond with the slope of the surrounding topography (to the south-east) and suggest that this disturbance was minimal.

During the evaluation the demolished remains of two World War II air raid shelters were uncovered along the southern and western boundaries of the site. No further archaeological remains or deposits were uncovered.

1. INTRODUCTION

- 1.1 In August and September 2016 Cotswold Archaeology (CA) carried out an archaeological evaluation for CgMs on behalf of Mountpark at the Former Ford Factory, Wide Lane, Southampton (centred on NGR: SU 44503 16223; Fig. 1), hereafter referred to as the 'site'.
- 1.2 A planning application 16/00885/FUL has been submitted to Southampton City Council for the redevelopment of the site to provide new industrial and warehouse buildings for business use (class B1c), industry (class B2) and storage/distribution (class B8) with landscaping, tree planting and new boundary treatment, new car parking and service areas, new vehicular access from Wide Lane and associated works.
- 1.3 Following consultation by CgMs with Kevin White, Group Leader of the Southampton City Council Historic Environment Team (SCCHET) (acting as archaeological adviser to the Local Planning Authority), a programme of archaeological trial trench evaluation was agreed for the site. A programme of evaluation was requested in order to mitigate against the impact that the proposed development may have on any archaeological remains present within the site. An Archaeological Desk-based assessment (CgMs 2016) and an archaeological watching brief of geotechnical investigations (CA 2016a - SOU 1709) were undertaken in advance to inform the scope of the evaluation. This watching brief included an area of land north-west of Wide Lane, which was not part of the evaluation site.
- 1.4 The evaluation was carried out in accordance with SCCHET (2016) brief and with a subsequent detailed *Written Scheme of Investigation* (WSI) produced by CA (2016b) and approved by SCCHET. The fieldwork also followed *Standard and guidance: Archaeological field evaluation* (ClfA 2014). It was monitored by Kevin White including site visits on 25 August and 2 September 2016.

The site

- 1.5 The site is located on the north-eastern edge of the city of Southampton and immediately to the south of the M27. The site covers c.1.2ha, is sub-rectangular in shape and occupies the former location of Buildings B and C (now demolished) of

the former Ford factory. Wide Lane is orientated north-east/south-west and borders the site to the west. The site is bounded to the south-east by Swaythling cemetery and by housing along Walnut Avenue to the south-west and to the north-east by other parts of the former Fords Factory (Building A, etc). The site lies at approximately 10m Above Ordnance Datum (AOD). The surrounding land is generally flat but slopes gently to the south-east to the line of the River Itchen.

- 1.6 The underlying bedrock geology of the area is mapped as London Clay Formation, comprising clay, silt and sand, and formed approximately 34 to 56 million years ago in the Palaeogene Period (BGS 2016). The superficial geology identified beneath the south-eastern half of the site (Arcadis 2015, 6) comprises River Terrace Deposits with a high clay and organic content, however, the geology underlying the north-western half of the site is identified as River Terrace Deposits with high gravel content. The watching brief demonstrated that, although highly truncated by modern development, isolated areas of intact brickearth could be identified at 0.20m to 0.64m below the current ground level (CA 2016a, 9).

2. ARCHAEOLOGICAL BACKGROUND

- 2.1 An archaeological desk-based assessment (DBA) of the application area was prepared in advance of the archaeological evaluation and should be consulted for detailed information (CgMs 2016) The DBA examined a 1km radius of the site utilising the evidence from the Southampton Historic Environment Record (SHER). A summary of the results of the DBA and watching brief (CA 2016a) are presented below.
- 2.2 The application site is located within 'The Rest of Southampton - Area of Potential Archaeological Importance' (Area 16), a Local Area of Archaeological Potential (LAAP). The site is also located immediately to the north of the 'Swaythling' LAAP (Area 9). Each of the areas is defined in the Southampton City Adopted Core Strategy (Southampton City 2015). Area 16 encompasses areas of the city where there is potential for archaeological remains, however, little examination of these areas has yet been undertaken. Area 9 contains the Lower Itchen Conservation Area, as well as the line of the River Itchen, parts of the Monks Brook and an unnamed watercourse. Evidence of prehistoric, Roman, Saxon and medieval occupation have been recorded in this area.

- 2.3 Limited previous archaeological investigation has been undertaken within the site itself. An archaeological watching brief was undertaken during the construction of a new industrial building (Building C) within the Ford site in 1996/7 (SOU783; SOU824; SOU828). These works uncovered a small number of discrete features, including a small linear feature, a pit, a posthole and a stakehole, all of uncertain date. The survival of a buried plough soil overlying the natural brickearth was further noted. This layer contained quantities of residual burnt flint along with four worked flints of possible Neolithic/Bronze Age date (4000 – 2400 BC) Furthermore two World War II air raid shelters were observed during these watching briefs at a depth of 2.6m below ground level (SOU828). Prior to the demolition of this and other buildings at the Ford Motor Company factory, a programme of building recording was also undertaken (SOU1688) in 2014/15 (Heritage Collective 2015).
- 2.4 Archaeological investigations immediately beyond the site include the evaluation of the area to the north of the site in 1998 (SOU900). The evaluation revealed evidence for a suspected Romano-British (43-410 AD) field system. A number of undated features and an earlier alignment of Wide Lane was uncovered during a watching brief undertaken within the same area in 1998 and 1999 (SOU941). A number of residual prehistoric worked flints were also recovered from the evaluation with similar evidence also found to the west of Monks Brook (SOU1300) and as a casual find from allotments to the east of the site (ESH2236 - No accompanying SOU number).
- 2.5 Foundations of a possible Romano-British building were reportedly found immediately to the north-east of the site, near the former crematorium in Swaythling (MSH 404) in 1925. The crematorium was located on a plot of land attached to the Ford factory. In the early 1970s before the construction of the motorway, field walking and a limited trial excavation of the former crematorium (SOU 1156) failed to yield evidence to support the reported discovery and it may be possible that the Roman villa, excavated in 1925 and marked on OS maps to the east of the Crematorium, may relate to this original discovery.
- 2.6 A number of archaeological watching briefs were also undertaken in close vicinity to the site including at Wide Lane in 1988 (SOU346), 6 Capon Lane in 1990 (SOU421), 18 Walnut Avenue in 1991 (SOU440) and 55-57 Wide Lane in 1992 (SOU493). No archaeological features or artefacts were identified during these investigations.

- 2.7 Historic Ordnance Survey (OS) maps of the area suggest the site was an area of agricultural fields until it was developed in the early 20th century (Arcadis 2015). In 1932 the area to the north of the site was bought by the Southampton Corporation and Southampton (Eastleigh) Airport was constructed shortly thereafter. The area was used as a municipal airport and had an early association with the first flights of the Spitfire airplanes. In 1938/39 Cunliffe-Owens aircraft factory opened on the proposed development site. From the onset of World War II., the factory produced parts for, and assembled, aircraft. As part of the war effort a number of sub-surface structures, including three air raid shelters, were constructed across the site (Fig. 2).
- 2.9 In 1949 the factory was bought by Briggs Motor Bodies, which produced component parts for Ford of Britain and consequently started the association between the site and the Ford Motor company. In 1953 the site was bought by the Ford Company and later became the home and principal assembly location for the Ford Transit van. During the development and use of the site across this period, a number of above ground and sub-surface structures were constructed and in some cases demolished. This included a number of inspection pits, which were encountered during this investigation. After sixty years the site ceased production and closed in 2013. By 2015 a number of the former factory buildings including former location of Buildings B and C had been demolished.

Archaeological Watching Brief

- 2.10 An archaeological watching brief was undertaken by Cotswold Archaeology in March 2016 during geotechnical investigations at the site (CA 2016a – SOU 1709).
- 2.11 No features or deposits of archaeological interest were observed during groundworks and no finds material pre-dating the modern period was recovered. The construction and subsequent demolition of factory buildings on the site during the 20th century were shown to have caused heavy truncation of some areas. The general absence of any obvious signs of a buried soil horizon in the test pits suggests that modern development had truncated the underlying natural horizon and, consequently, may have affected the survival of archaeological remains.
- 2.11 Despite this truncation the watching brief was able to identify that some areas of brickearth, disturbed brickearth and a pre-1930s topsoil survive within the site. This

evidence along with the limited extent of the geotechnical pits monitored during this watching brief suggested that limited and as yet unidentified archaeological remains could be present in other areas, although these will have likely been heavily truncated by modern development.

3. AIMS AND OBJECTIVES

- 3.1 The objectives of the evaluation set out in the WSI (CA 2016b) were to provide information about the archaeological resource within the site, including its presence/absence, character, extent, date, integrity, state of preservation and quality. In accordance with *Standard and guidance: Archaeological field evaluation* (ClfA 2014), the evaluation has been designed to be minimally intrusive and destructive to archaeological remains.
- 3.2 Specifically, the evaluation sought to establish a) whether, and to what extent, the site has been affected by past quarrying activities, b) wartime and modern development of the site; c) the thickness and truncation of any modern deposits/overburden overlying potential archaeological remains; d) despite the extensive truncation identified during the geotechnical investigation can more evidence of intact brickearth be identified within the site and e) can any evidence of wartime air raid shelters be identified.
- 3.3 For the purposes of this project, archaeologically significant remains and contexts were defined as remains and contexts relating to pre-1945 human use of the area.
- 3.4 An additional aim was to identify and record the nature, dimensions, and relationship of natural deposits on the site.
- 3.5 The information presented here will enable the SCCHET acting as advisers to the LPA to identify and assess the particular significance of any heritage asset, consider the impact of the proposed development upon it, and to avoid or minimise conflict between the heritage asset's conservation and any aspect of the development proposal, in line with the National Planning Policy Framework (DCLG 2012).

4. METHODOLOGY

- 4.1 The fieldwork comprised the excavation of 13 trenches across the site (Trenches 1, 3, 4, 5, 7, 8, 9, 14, 16, 18, 19, 20 and 21). The fieldwork methodology originally stated that 20 trenches were to be excavated (CA 2016b), however, based on the lack of archaeological remains in the excavated trenches and the nature of the ground conditions comprising reinforced concrete the remaining trenches were not excavated with the approval of SCCHET. Consequently the following trenches were not excavated: Trenches 2, 6, 10 to 13 and 15 to 17.
- 4.2 Eleven of the excavated trenches measured 30m in length and 2m in width (Fig. 2). The position of a number of trenches were altered slightly due to on site constraints including Trench 3, which was shortened to 15m and moved 5m to the south to avoid the position of a geotechnical pit and metal fencing. Trench 16 was also shortened to 3m in length due to modern disturbance. On the advice of SCCHET two extensions were excavated on the west side of Trench 20 to investigate potential archaeological features that were evident in the section. However, on excavation these were shown to be hydrocarbon contamination and all further investigation ceased. Trenches were set out on OS National Grid Reference (NGR) co-ordinates using Leica GPS and surveyed in accordance with CA Technical Manual 4 *Survey Manual*.
- 4.3 All trenches were excavated by mechanical excavator equipped with a toothless grading bucket. A hydraulic concrete breaker attached to the machine was used to clear concrete from the top of the trenches prior to the use of the toothless grading bucket. All machine excavation was undertaken under constant archaeological supervision to the top of the first significant archaeological horizon or the natural geology, whichever was encountered first. Where archaeological deposits were encountered they were excavated by hand in accordance with CA Technical Manual 1: *Fieldwork Recording Manual*.
- 4.4 Deposits were assessed for their palaeoenvironmental potential in accordance with CA Technical Manual 2: *The Taking and Processing of Environmental and Other Samples from Archaeological Sites*. No deposits were identified from the evaluation that required sampling. All artefacts recovered were processed in accordance with Technical Manual 3 *Treatment of Finds Immediately after Excavation*.

- 4.5 The archive from the evaluation is currently held by CA at their offices in Andover. Subject to the agreement of the legal landowner the site archive will be deposited with Southampton City Council Archaeological Collections. A summary of information from this project, set out within Appendix C, will be entered onto the OASIS online database of archaeological projects in Britain.

5. RESULTS (FIGS 2-10)

- 5.1 The evaluation comprised the excavation of thirteen trenches across the site. Full details of the contexts uncovered within each trench and the levels of principal deposits are given in Appendix A and B respectively.
- 5.2 The natural geological substrate, observed generally as a compact mid brown silty clay gravel, was observed across the site generally at a depth of 0.75m below the current ground surface. A layer of natural brickearth overlay the gravel geology across the majority of the site. The brickearth varied somewhat in colour (mid reddish-brown/yellow-brown) and composition (silty clay/sandy clay) and measured between 0.15 and 0.7m in thickness. In a small number of trenches (Trenches 7, 14, 20 and 21) a disturbed brickearth deposit was identified overlying the undisturbed brickearth. A reinforced concrete surface (measuring between 0.16 to 0.2m in thickness) and associated levelling material lay directly over the brickearth deposits. The eastern part of the site was also characterised by a concrete platform, which has been raised 0.5m in comparison to the present ground surface across the rest of the site.

Transect

- 5.3 Utilising the results of the evaluation a transect of the underlying geological deposits was constructed across the site, illustrating the surviving deposit sequence (Fig. 2). The transect, orientated broadly north-west/south-east, demonstrated the presence of brickearth deposits across the majority of the site, which was in each case directly underlying the concrete surface. In the north-western corner of the site the brickearth (102, 801) was observed at 9.31m AOD and 9.39 m AOD in Trenches 1 and 8 respectively. In the eastern part of the site the brickearth (1904) was visible at a height of 8.91m AOD and in the far south-eastern corner (1604) at a height of 8.64m AOD. The levels of deposits observed within the evaluation trenches appear to correspond with the results of the watching brief of the geotechnical investigations

(CA 2016a – Appendix B). Brickearth deposits were visible at a height of 9.44m AOD in Test Pit 7, 9.11m AOD in Test Pit 10 and 8.84m AOD in Test Pit 11. The resultant slope in the brickearth deposits, from north-west to south-east down to the River Itchen, appears to correspond with the general topography of the site and the surrounding area.

Truncation

- 5.4 Some localised areas of truncation was observed within a number of trenches. The truncation was probably the result of concrete footings, beams and large stanchions (some larger than 1m deep) associated with buildings of the former Ford factory. Furthermore, a number of inspection pits, associated with the factory, were observed that likely also impacted the underlying geology.
- 5.5 In Trench 7 the brickearth deposit (701) had been heavily disturbed by modern services. In Trench 16 a second layer of concrete (1603) was observed within the trench at a depth of 1m below the present ground surface, which in turn directly overlay the brickearth (1604). Trench 19 contained 1.2m of modern overburden overlying the brickearth (1904), including a second layer of concrete (1902) approximately 0.5m below the surface.

Archaeological remains

- 5.6 No archaeological remains were uncovered within Trenches 1, 4, 5, 7, 8, 9, 16, 18, 19 and 21. Trenches 3 and 14 contained remnants of known WWII air raid shelters (section 2.8) and Trench 7 contained a single modern pit.

Trench 3 (Figs 2 & 3)

- 5.7 This trench was targeted on one of the World War II air raid shelters, as identified in the archaeological desk based assessment (section 2.7). In the north-western end of Trench 3 a layer of brick rubble and wall fragments (307) were uncovered, which probably represent the demolished remnants of the structure. No intact structural remains associated with the shelter were observed.

Trench 7 (Figs 2 & 4)

- 5.8 This trench was targeted on the location of an air raid shelter, however, no evidence for the air raid shelter was observed. It is possible that a modern building located in this area has removed any evidence for the shelter. A single pit (711) was recorded in the western end of the trench. The pit was mostly beyond the limit of the trench

and not seen fully in plan. The pit measured 0.81m in depth and was 'S' shaped in profile. A fragment of modern brick was recovered from the single fill (712) of pit 711.

Trench 14 (Figs 2 & 6)

- 5.9 Trench 14 was targeted on the location of an air raid shelter and contained a layer of brick rubble (1403), measuring 0.67m in thickness and lying directly over a layer of disturbed brickearth (1404). The air raid shelter appears to have been completely demolished, as no intact structural remains were observed. The brick rubble layer (1403) may represent the remains of the demolished shelter.

Trench 18 (Figs 2 & 8)

- 5.10 A number of indistinct features were observed within Trench 18, three of which were investigated (1805, 1808, and 1814). Feature 1805 was sub-oval in plan, measured 0.72m in length and 1.07m in width and extended beyond the trench. The feature was filled by a dark greenish brown silty clay fill (1806), which measured 0.03m in depth and a dark greyish black silty clay (1807), which measured 0.05m in depth. Feature 1808 was irregular sub-rounded in plan and measured 0.68m in length, 0.32m in width and 0.03m in depth. The feature was filled by a single dark greyish black silty clay (1809). Feature 1814 was linear in plan and orientated on a north-east/south-west alignment. The feature measured 3m in length, 0.97m in width and 0.03m in depth. The single fill of the feature was a mid brown-grey clayey silt (1815). No finds were recovered from the fills of any of the three features and each were shallow in depth (0.03m) and amorphous in shape. Due to the nature of the fills and irregular shape of these features they probably represented discolouration from modern intrusion, causing contamination of the surviving brickearth.

6. DISCUSSION

- 6.1 The results of the evaluation achieved its objectives in establishing the presence/absence of archaeological features across the site. The results of the evaluation also appear to broadly correspond with the levels of the natural geology observed within the previous archaeological watching brief (section 5.3 - CA 2016a). Although the watching brief uncovered evidence for both quarrying activities and, in one instance, an intact buried topsoil layer in the area of land north-west of Wide

Lane, which was not part of the evaluation site (CA 2016a, 9; SOU1709), no evidence for either activity was uncovered within the evaluation area.

- 6.2 The site lies between the confluence of the River Itchen (220m to the south) and Monks Brook (150m to the west and north). The general underlying gravel geology of the site slopes to the south-east and probably represents river terracing within a wider riverine environment. Above the gravel, brickearth deposits were observed in almost all of the trenches excavated across the site, apart from Trench 9 where there was evidence for localised truncation. The levels of the brickearth deposits appear to correspond with the river gravels and the general topography of the wider area, sloping down to the south towards the line of the River Itchen.
- 6.3 The absence of any surviving topsoil or subsoil deposits overlying the brickearth suggests that these levels were removed at some point, possibly to clear this area in advance of construction of the former Cunliffe-Owens aircraft factory in the 1930s along with the modern development of the Ford works. Despite this truncation, the general level of the brickearth deposits across the site follows the natural topography observed across this area and suggests that the level of disturbance to these deposits was minimal.
- 6.4 Areas of localised truncation associated with the construction of the Ford factory were uncovered in a number of trenches (Trenches 3, 7, 9, 11, 16, 18, 20 and 21). Significant truncation was observed within Trenches 16, 18 and 19, in the south-eastern part of the site, where made ground was observed to a depth of 0.8-1.20m below the present ground surface before undisturbed brickearth deposits were observed. It is probable that this truncation was associated with building foundations, services or other modern intrusions caused by the construction of buildings as part of development of the Former Ford factory.
- 6.5 Despite the presence of the large areas of surviving brickearth immediately below the modern concrete surface, no archaeological features, deposits or finds were observed pre-dating the World War II air raid shelters. The remains of two of the three air raid shelters were observed within Trenches 3 and 14. It appears that the air raid shelter in Trench 7 had been removed by the construction of the modern Ford factory building located in this area. None of the air raid structures had survived intact and were seen only as rubble or wall fragments. These shelters were probably demolished during the construction of the Ford factory.

7. CA PROJECT TEAM

Fieldwork was undertaken by Adam Howard, assisted by Nida Bhunnoo, Natasha Djukic and Tim Street. The report was written by Adam Howard. The illustrations were prepared by Dan Bashford. The archive has been compiled by Tom Rowley and prepared for deposition by Andrew Donald. The project was managed for CA by Damian De Rosa.

8. REFERENCES

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Heritage Collective 2015 *Interim Report on Historic Building Recording: Ford Transit Site, Swathling, Southampton*

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Southampton City Council 2015 *Local Development Framework Core Strategy*
Development Plan Document



APPENDIX A: CONTEXT DESCRIPTIONS

Trench No.	Context No.	Type	Fill of	Context interpretation	Description	L (m)	W (m)	Depth/thickness (m)
1	100	layer		made ground	reinforced concrete surface	30	2.4	0 - 0.16
1	101	layer		made ground	mid blackish grey compact aggregate	30	2.4	0.16 - 0.45
1	102	layer		brickearth	mid brown silty clay compact occasional gravel	30	2.4	0.45 - 0.7
1	103	layer		gravel geology	mid brown silty clay gravel	30	2.4	0.7 - 1.2+
3	300	layer		made ground	tarmac surface	15	2.2	0 - 0.06
3	301	layer		made ground	reinforced concrete surface	15	2.2	0.06 - 0.22
3	302	layer		made ground	compact yellowy brown gravel	15	2.2	0.22 - 0.32
3	303	layer		brickearth	dark reddish brown sandy clay compact rare flint gravel	15	2.2	0.32 - 0.45+
3	304	cut		pavement construction	vertical sides flat base	0.6	0.4+	0 - 0.2+
3	305	fill	304	pavement slabs	concrete slabs	0.6	0.4+	0 - 0.2+
3	306	cut		air raid shelter	not excavated	4.94	2.2	not excavated
3	307	fill	306	demolition rubble	red brick rubble with fragments of intact wall	4.94	2.2	not excavated
3	308	cut		modern service	not excavated	0.56	2.2	not excavated
3	309	fill	308	modern service	not excavated	0.56	2.2	not excavated
3	310	cut		modern manhole	not excavated	0.9	2.2	not excavated
3	311	fill	310	modern manhole	brick lined structure	0.9	2.2	not excavated
3	312	layer		made ground	reinforced concrete surface	0.9	2.2	not excavated
4	400	layer		made ground	reinforced concrete surface	30	2	0 - 0.15
4	401	layer		brickearth	mid brown silty clay compact	30	2	0.15 - 0.7
4	402	layer		gravel geology	mid brown silty clay gravel	30	2	0.7 - 1.2+
5	500	layer		made ground	reinforced concrete surface	30	2	0 - 0.3
5	501	layer		brickearth	mid brown silty clay compact	30	2	0.3 - 0.75
5	502	layer		gravel geology	mid brown silty clay gravel compact	30	2	0.75 - 1.2+
7	700	layer		made ground	reinforced concrete surface	30.4	2.4	0 - 0.28
7	701	layer		disturbed brickearth	Mid brown silty clay very compact occasional brick and concrete inclusions	30.4	2.4	0.28 - 0.5
7	702	layer		brickearth	Mid brown silty clay compact	30.4	2.4	0.5 - 1.2+
7	703	cut		modern service	vertical sides not fully excavated	4.9	0.25	0.3
7	704	fill	703	modern service	concrete capping	4.9	0.25	0.3
7	705	cut		modern service	vertical sides	2.6	0.53	not excavated
7	706	fill	705	modern service	concrete capping	2.6	0.53	not excavated
7	707	cut		modern service	vertical sides	1.2	0.6	not excavated
7	708	fill	707	modern service	concrete capping	1.2	0.6	not excavated
7	709	cut		modern service	vertical sides	3	0.3	not excavated
7	710	fill	709	modern service	concrete capping	3	0.3	n/a
7	711	cut		pit	possibly circular in plan steep rounded	1.4	0.57	0.74

Trench No.	Context No.	Type	Fill of	Context interpretation	Description	L (m)	W (m)	Depth/thickness (m)
					concave sides rounded concave base			
7	712	fill	711	modern backfill	dark greyish brown clayey silt friable	1.4	0.57	0.74
8	800	layer		made ground	reinforced concrete surface	30	2	0 - 0.35
8	801	layer		brickearth	mid brown silty clay compact	30	2	0.2 - 0.35
8	802	layer		gravel geology	mid brown silty clay gravel compact	30	2	0.35+
9	900	layer		made ground	reinforced concrete surface	30	2	0 - 0.3
9	902	layer		made ground	grey rubble and aggregate compact	30	2	0.3 - 0.56
9	903	layer		made ground	pink rubble and aggregate compact	30	2	0.56 - 0.7
9	904	cut		modern foundation	reinforced concrete stanchion base	2.85	0.8	0.92+
9	905	fill	904	modern backfill	grey aggregate and grave packing	2.85	0.8	0.92+
9	906	layer		brickearth	mid brown silty clay compact	30	2	0.7 - 0.92+
14	1400	layer		made ground	tarmac road surface	30	2	0 - 0.03
14	1401	layer		made ground	reinforced concrete surface	30	2	0.03 - 0.34
14	1402	layer		made ground	grey aggregate bedding compact	30	2	0.34 - 0.47
14	1403	layer		demolition rubble	abundant red brick rubble	22	2	0.47 - 0.67
14	1404	layer		disturbed brickearth	mid brown silty clay compact occasional gravel and concrete rubble	30	2	0.67 - 0.75
14	1405	layer		brickearth	mid brown silty clay compact rare small flint angular gravel	30	2	0.75 - 1.2+
16	1600	layer		made ground	reinforced concrete surface	3	2	0 - 0.2
16	1601	layer		made ground	backfill gravel. Mid brown silty gravel compact	3	2	0.2 - 0.9
16	1602	layer		demolition rubble	red brick and pink aggregate	3	2	0.7 - 1
16	1603	layer		made ground	reinforced concrete surface	3	2	0.9 - 1
16	1604	layer		brickearth	mid brown sandy clay compact occasional flint inclusions	3	2	1 - 1.24+
18	1800	layer		made ground	reinforced concrete surface	31.1	2.6	0 - 0.26
18	1801	layer		made ground	mid brownish yellow sandy silt loose small angular stones	31.1	2.6	0.26 - 0.65
18	1802	layer		made ground	rubble layer brownish red mostly brick rubble and some cement	31.1	2.6	0.65 - 0.84
18	1803	layer		made ground	light yellowish grey clayey silt friable ceramic building material and small sub rounded stones	31.1	2.6	0.84 - 0.92
18	1804	layer		brickearth	mid yellowish brown silty clay compact	31.1	2.6	0.92 - 0.93+
18	1805	cut		modern intrusions	irregular in plan sub rounded corner irregular moderately	0.72	1.07	0.08

Trench No.	Context No.	Type	Fill of	Context interpretation	Description	L (m)	W (m)	Depth/thickness (m)
					sloping sides irregular flat base			
18	1806	fill	1805	modern intrusions	dark greenish brown silty clay compact	0.72	1.07	0.03
18	1807	fill	1805	modern intrusions	dark greyish black silty clay compact	0.72	1.07	0.05
18	1808	cut		modern intrusions	small irregular surrounded in plan sub rounded corners gently sloping irregular sides sub rounded base	0.68	0.32	0.03
18	1809	fill	1808	modern intrusions	dark greyish black silty clay compact	0.68	0.32	0.03
18	1810	cut		modern intrusions	irregular in plan	0.32	0.4	not excavated
18	1811	fill	1811	modern intrusions	dark greyish black silt friable	0.32	0.4	not excavated
18	1812	cut		modern intrusions	irregular in plan	1.23	0.83	not excavated
18	1813	fill	1812	modern intrusions	dark greyish black silt friable	1.23	0.83	not excavated
18	1814	cut		modern intrusions	linear in plan ne/sw alignment very shallow concave side irregular flat base	3	0.97	0.03
18	1815	fill	1814	modern intrusions	mid brownish grey clayey silt friable	3	0.97	0.03
19	1900	layer		made ground	reinforced concrete surface	31	2.9	0 - 0.18
19	1901	layer		made ground	bedding aggregate mid yellowy brown clayey silt friable	31	2.9	0.18 - 0.53
19	1902	layer		made ground	reinforced concrete surface	31	2.9	0.53 - 0.82
19	1903	layer		made ground	bedding aggregate pinkish grey brown clayey silt friable	31	2.9	0.82 - 1.2
19	1904	layer		brickearth	mid yellowish brown silty clay compact small stone inclusions	31	2.9	1.2+
19	1905	cut		modern intrusions	sub oval in plan	0.98	0.8	not excavated
19	1906	fill		modern intrusions	dark greyish brown clayey silt friable	0.98	0.8	not excavated
19	1907	cut		modern intrusions	oval in plan	0.4	0.23	not excavated
19	1908	fill		modern intrusions	dark greyish silty clay compact	0.4	0.23	not excavated
20	2000	layer		made ground	tarmac road surface	30	2	0 - 0.05
20	2001	layer		made ground	reinforced concrete surface	30	2	0.05 - 0.27
20	2002	layer		made ground	mid grey aggregate	30	2	0.27 - 0.5
20	2003	structure		wall	breeze block 2 courses of 0.3m deep x 0.4m long x 0.22m wide blocks	2	0.22	0 - 0.9
20	2004	layer		disturbed brickearth	mid yellowish brown friable silty clay	30	2	0.27 - 0.97
20	2005	layer		brickearth	pale brown yellow friable silty clay	30	2	0.97 - 1.08+
21	2100	layer		made ground	reinforced concrete surface	30	2	0 - 0.21
21	2101	layer		disturbed brickearth	dark brown sandy clay compact frequent concrete footings and rubble	30	2	0.21 - 0.36

Trench No.	Context No.	Type	Fill of	Context interpretation	Description	L (m)	W (m)	Depth/ thickness (m)
21	2102	layer		brickearth	light orangey brown sandy clay compact	30	2	0.36+



APPENDIX B: LEVELS OF PRINCIPAL DEPOSITS AND STRUCTURES

Levels are expressed as metres below current ground level and as metres Above Ordnance Datum (AOD).

	Trench 1	Trench 3	Trench 4	Trench 5	Trench 7	Trench 8
Current ground level	0.00m (9.76m)	0.00m (9.39m)	0.00m (9.63m)	0.00m (9.50m)	0.00m (9.71m)	0.00m (9.59m)
Top of Disturbed Brickearth	N/A	N/A	N/A	N/A	0.28m (9.43m)	N/A
Top of Brickearth	0.45m (9.31m)	0.32m (9.07m)	0.15m (9.48m)	0.3m (9.20m)	0.5m (9.21m)	0.2m (9.39m)
Limit of excavation	1.20m (8.56m)	0.45m (8.94m)	1.20m (8.43m)	1.20m (8.30m)	1.20m (8.51m)	0.35m (9.24m)

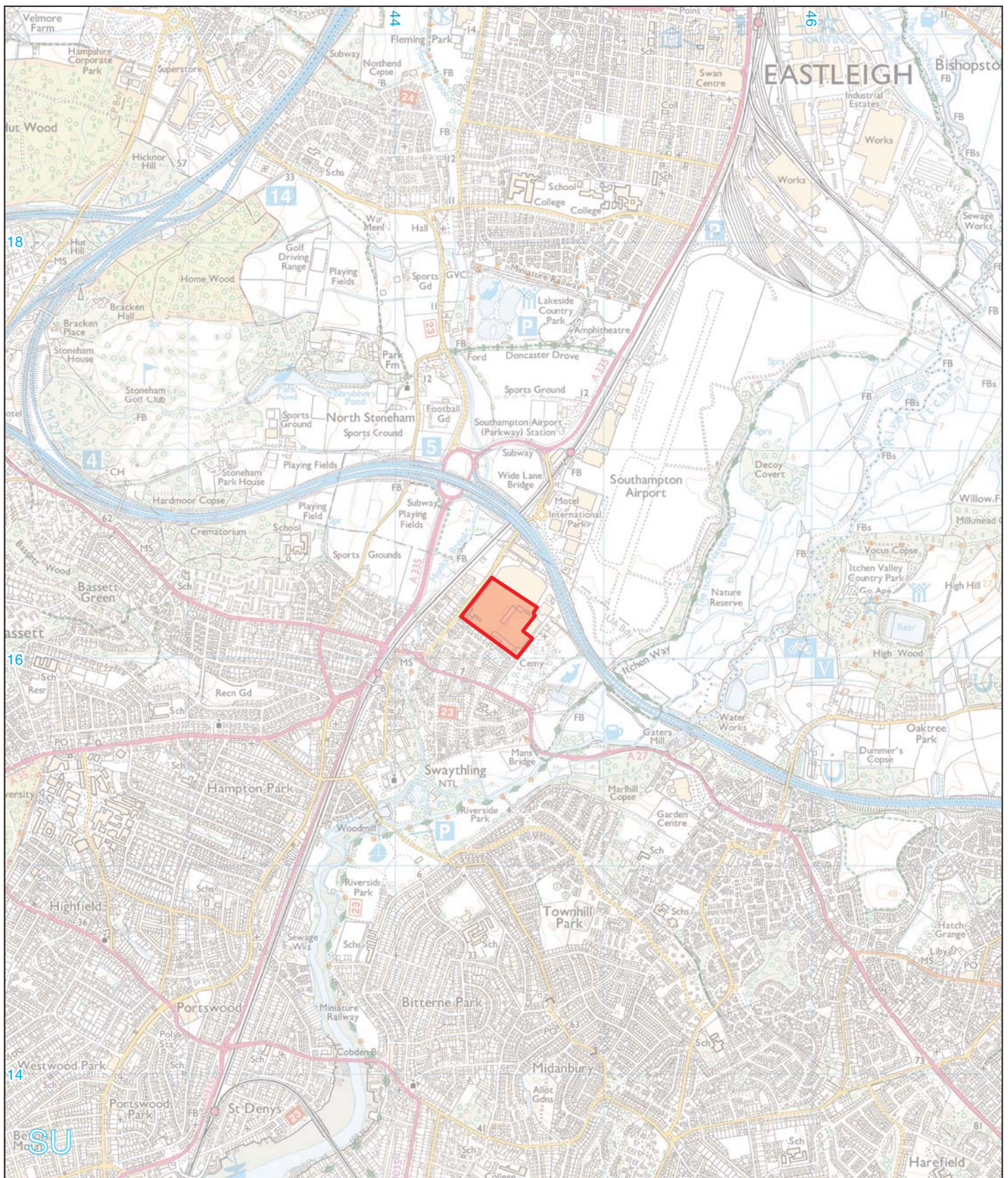
	Trench 9	Trench 14	Trench 16	Trench 18	Trench 19	Trench 20
Current ground level	0.00m (9.74m)	0.00m (9.41m)	0.00m (9.64m)	0.00m (10.12m)	0.00m (10.11m)	0.00m (10.19m)
Top of Disturbed Brickearth	N/A	0.67m (8.74m)	N/A	N/A	N/A	0.27m (9.92m)
Top of Brickearth	0.7m (9.04m)	0.75m (8.66m)	1.00m (8.64m)	0.92m (9.2m)	1.20m (8.91m)	0.97m (9.22m)
Limit of excavation	0.92m (8.82m)	1.20m (8.21m)	1.24m (8.4m)	0.93m (9.19m)	1.20m (8.91m)	1.08m (9.11m)

	Trench 21
Current ground level	0.00m (9.72m)
Top of Disturbed Brickearth	0.21m (9.51m)
Top of Brickearth	0.36m (9.36m)
Limit of excavation	0.36m (9.36m)

Upper figures are depth below modern ground level; lower figures in parentheses are metres AOD.

APPENDIX C: OASIS REPORT FORM

PROJECT DETAILS		
Project Name	Former Ford Factory, Wide Lane Southampton	
Project Site Code	SOU 1722	
Short description	<p>An archaeological evaluation was undertaken by Cotswold Archaeology in August and September 2016 at part of the Former Ford Factory, Wide Lane, Southampton. Thirteen trenches were excavated.</p> <p>The evaluation also uncovered the natural horizon across the site as brickearth deposits overlying river gravels. The brickearth had survived in most areas, apart from where modern development had caused localised truncation. The absence buried topsoil/subsoil overlying the brickearth suggests that it was probably truncated in the 1930s during the initial development of the site. However, the levels of the surviving brickearth deposits correspond with the surrounding topography and suggest that this disturbance was minimal.</p> <p>During the evaluation the demolished remains of two World War II air raid shelters were uncovered along the southern and western boundaries of the site. No further archaeological remains or deposits were uncovered.</p>	
Project dates	15 August to 6 September 2016	
Project type	Evaluation	
Previous work	Historic Building Recording (Heritage Collective 2014) Watching Brief (CA 2016a) – SOU 1709 DBA (CgMs 2016)	
Future work	Unknown	
PROJECT LOCATION		
Site Location	Former Ford Site, Wide Lane, Southampton, Hampshire	
Study area (M ² /ha)	1.2ha	
Site co-ordinates	SU 44503 16223	
PROJECT CREATORS		
Name of organisation	Cotswold Archaeology	
Project Brief originator	Southampton City Council	
Project Design (WSI) originator	Cotswold Archaeology	
Project Manager	Damian De Rosa	
Project Supervisor	Adam Howard	
MONUMENT TYPE	World War Two Air raid shelters	
SIGNIFICANT FINDS	None	
PROJECT ARCHIVES		
	Intended final location of archive	Content
Physical	Southampton City Council Archaeological Collections	none
Paper	Southampton City Council Archaeological Collections	Context sheets, trench records, site drawings
Digital	Archaeology Data Service	Database, digital photographs, survey data
BIBLIOGRAPHY		
CA (Cotswold Archaeology) 2016c <i>Former Ford Site, Wide Lane, Southampton: Archaeological Evaluation</i> . CA typescript report CA Report No.16500. CA Project No. 770434. SOU 1722		



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PROJECT TITLE

Former Ford Factory, Southampton
Hampshire

FIGURE TITLE

Site location plan

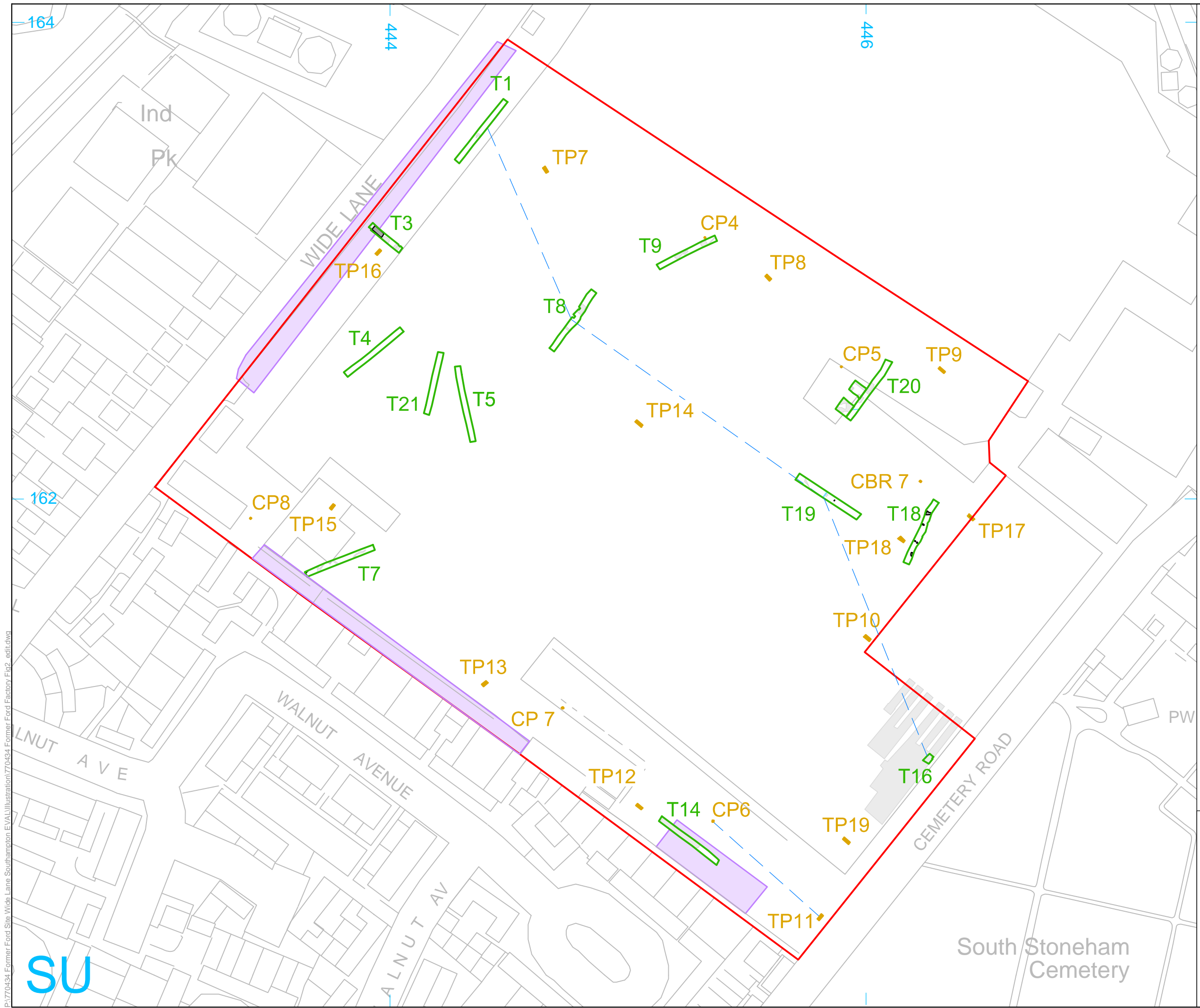
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FIGURE NO.

1



- ▭ site boundary
- ▭ evaluation trench
- ▭ test pit (CA 2016a)
- - - transect
- ▭ archaeological feature
- ▭ modern
- ▭ field drain
- ▭ air raid shelter



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PROJECT TITLE
 Former Ford Factory, Southampton
 Hampshire

FIGURE TITLE
 Trench location plan including transect

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P:\770434 Former Ford Site Wide Lane Southampton EVAL\Illustration\770434 Former Ford Factory Fig2_edit.dwg





3



4

3 Trench 3, showing air raid shelter rubble 307, looking north-west (scale 1m)

4 Trench 7 showing brickearth, looking west (scale 1m)



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FIGURE TITLE

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FIGURE NO.

3 & 4



5

5 Trench 8 showing brickearth, looking north-east (scale 1m)



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FIGURE NO.

5



6



7

6 Trench 14 showing remains of air raid shelter 1403, looking north-east (scale 1m)

7 Trench 16 showing modern overburden and brickearth, looking south-west (scale 1m)



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FIGURE NO.

6 & 7



8

8 Modern intrusions 1805, looking south (scale 0.3m)



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FIGURE NO.

8



9

9 Trench 19 showing modern overburden, looking north-east (scale 1m)



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FIGURE NO.

9



10

10 Trench 21 showing brickearth, looking north (scales 1m)



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FIGURE TITLE

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FIGURE NO.

10

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