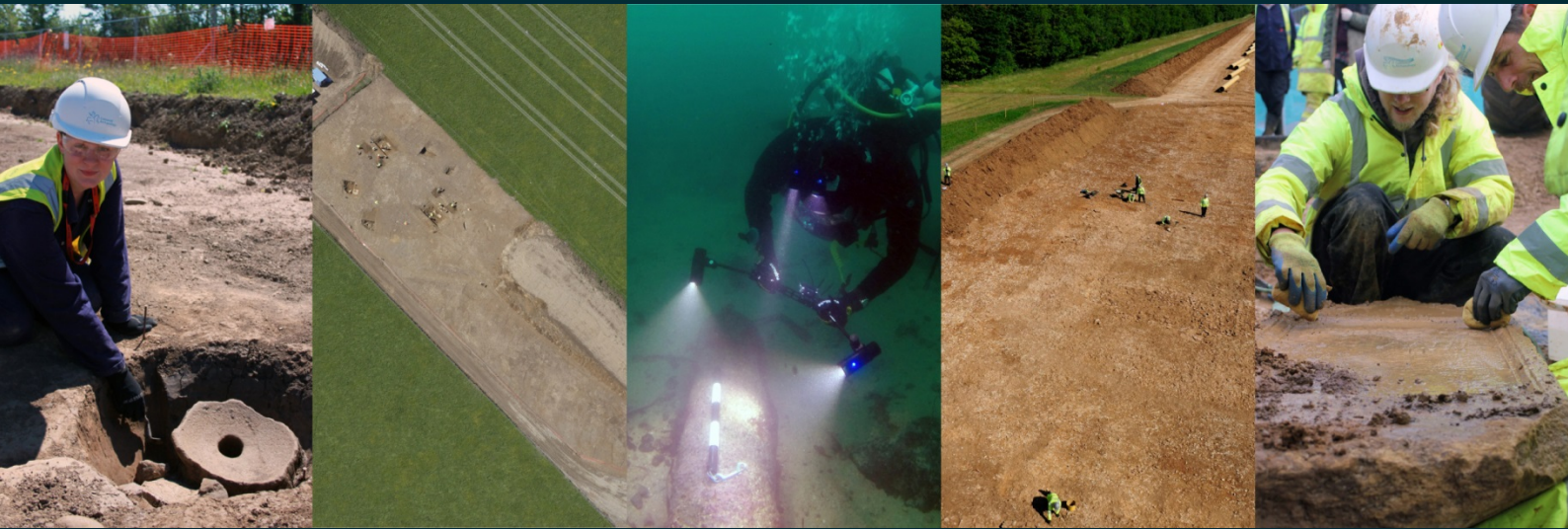


# The Proposed Moxy Hotel Millbay Road Plymouth

## *Archaeological Watching Brief*



for  
Faithful+Gould

CA Project: 880334  
CA Report: 18368

August 2018



# The Proposed Moxy Hotel Millbay Road Plymouth

## Archaeological Watching Brief

CA Project: 880334  
CA Report: 18368



Document Control Grid						
Revision	Date	Author	Checked by	Status	Reasons for revision	Approved by
A	16 August 2018	Paul Clarke	Derek Evans	Internal review	–	Derek Evans

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## SUMMARY

<b>Project Name:</b>	Proposed Moxy Hotel, Millbay, Plymouth
<b>Location:</b>	Millbay Road/Bath Street, Plymouth
<b>NGR:</b>	247115 054240
<b>Type:</b>	Watching Brief
<b>Date:</b>	20 – 22 June 2018
<b>Planning Reference:</b>	PP-07012008
<b>Location of Archive:</b>	N/A
<b>Site Code:</b>	MOX18

In June 2018, Cotswold Archaeology carried out an archaeological watching brief at the site of the proposed Moxy Hotel, Millbay, Plymouth. The watching brief was undertaken during the excavation of five trenches aimed at identifying the location of the 19th century extension of Drake's Leat within the site.

The watching brief recorded partially demolished walls relating to the former Millbay Railway Station in the eastern part of the site. There was evidence for widespread truncation in the majority of the site, with the natural substrate being directly overlain by made ground, although the ground level dropped in the south-western part of the site and it was possible that truncation was less extensive in this area. No evidence for Drake's Leat was identified, although it is possible that the leat survives beyond the present limit of excavation (c. 2m below present ground level) in the potentially less truncated south-western part of the site.



## 1. INTRODUCTION

- 1.1 In June 2018, Cotswold Archaeology (CA) carried out an archaeological watching brief at the site of the proposed Moxy Hotel, Millbay, Plymouth (centred at NGR: 247115 054240; Fig. 1). This watching brief was undertaken for Faithful+Gould.
- 1.2 A planning application has been submitted to Plymouth City Council for the erection of residential properties, a new hotel and associated access and infrastructure at the site (18/01014/OUT). The scope of this watching brief was defined in consultation with John Salvatore, Archaeologist, Plymouth City Council.
- 1.5 The watching brief was carried out in accordance with a Written Scheme of Investigation (WSI) prepared by Cotswold Archaeology (2018a) and approved by John Salvatore on behalf of Plymouth City Council. The fieldwork also followed *Standard and guidance: Archaeological watching brief* (ClfA 2014), *Management of Research Projects in the Historic Environment (MoRPHE) PPN 3: Archaeological Excavation* (Historic England 2015) and *Management of Research Projects in the Historic Environment (MoRPHE): Project Manager's Guide* (Historic England 2015).

### ***The site***

- 1.6 The Site covers c. 0.45ha and is currently occupied by a car park. It slopes moderately from c. 7m aOD (above Ordnance Datum) in the north-east to c. 3m aOD in the south-west. The site is bordered to the west by Bath Street and to the south by Millbay Road, beyond which are small industrial properties. The site is bounded to the north and east by the buildings and car parks of the Plymouth Pavilions events venue.
- 1.5 The underlying bedrock geology of the area is mapped as Torpoint Formation mudstone and siltstone, of the Devonian period. There are no superficial deposits noted (BGS 2018).

## 2. ARCHAEOLOGICAL BACKGROUND

- 2.1 The following text is summarised from a desk-based assessment for the site (CA 2018b), which should be referred to for a full archaeological background to the scheme.

### ***Prehistoric (pre-AD 43)***

- 2.2 There is evidence of human activity in the area of Plymouth since early prehistory, with faunal remains and some of the earliest human remains being recorded in limestone caves on the shore of Plymouth Sound. A findspot of multiple Mesolithic flint artefacts is located in the Hoe area, c. 460m south-east of the Site. During the early prehistoric periods (Palaeolithic and Mesolithic), the foreshore was closer to the Site than the present day. However, no features of this date have been recorded in close proximity to the Site.
- 2.3 Evidence of significant later prehistoric activity in the area includes the site of a prehistoric port at Mount Batten, c. 1.9km south-east of the Site, which is one of very few examples of early ports in the country. This site has yielded extensive finds and features associated with settlement and trade through the Bronze Age to the Roman period. Evidence of Bronze Age settlement has also been recorded at Sutton Harbour, c. 1km east of the Site.

### ***Roman (AD 43–AD 410)***

- 2.4 Roman activity within the vicinity of the Site is largely represented by four findspots of coins, a group of which were found at the site of the former Millbay Railway Terminus, c. 25m north-north-east of the Site.
- 2.5 It is suggested that the later town of Stonehouse, c. 900m west of the Site, was a literal name for the site of a Roman stone house, although there is no material evidence recorded to confirm this.

### ***Early medieval (AD 410–1066) and medieval (1066–1539)***

- 2.6 Plymouth Sound was a focus of settlement during the early medieval period. By the 11th century Domesday survey, a small fishing village named ‘Sudtone’ was present c. 900m north-east of the Site. Now known as Sutton Harbour, this town was one of three primary settlements which emerged and expanded during the medieval period in Plymouth, the others being at Stonehouse c. 900m west of the Site, and Devonport c. 2km north-west of the Site.

### ***Post-medieval (1540–1800) and modern (1801–present)***

- 2.7 The settlements at Plymouth continued to expand throughout the post-medieval period. In the early post-medieval period, a water supply was constructed from the River Meavy on Dartmoor into the town. This was named Drake’s Leat, after the

mayor of Plymouth in 1581. The leat was extended through the Site (Fig. 3) and into the dockyard during the 19th century, with its western end visible in the wall of the inner basin/marina. A watching brief c. 35m south-west of the Site recorded a silty clay layer, consistent with the former marshy landscape in the area, and a reworked culvert structure; this was concluded not to be remnants of the 19th century extension of Drake's Leat. Deep made ground deposits resulting from the 20th century development of the site were also recorded.

- 2.8 The history of the land within and surrounding the Site is most closely associated with the early development of Millbay Dock and the route of the South Devon Railway. Hotels were constructed in the area to accommodate passengers. The present docks at Millbay were constructed in the 1850s. Millbay Station opened in 1849, with components of the railway, the goods shed and the station building being constructed within the Site at this time, where previously the land was marsh and pasture fields. The station was rebuilt in 1900. The railway was closed to passengers in 1941 and the goods shed was bombed in the Second World War. The station closed in 1969 and the line was subsequently closed in 1971.

#### ***Borehole samples***

- 2.9 A total of nine boreholes were excavated to the north of Millbay Road in June 1976, of which three were within the Site boundary. The boreholes taken within the Site showed made ground to a depth of 0.7m–2.2m below ground level, increasing in depth as the ground level inclined northward. The exact change in ground level between 1976 and the present is uncertain, although it is not believed to have changed significantly.

### **3. AIMS AND OBJECTIVES**

- 3.1 The objectives of the archaeological works were:

- to monitor development groundworks, and to identify, investigate and record any significant buried archaeological deposits/features thus revealed;
- to record the 19th century extension of Drake's Leat (if exposed), recording its location, scale, character, form and survival; and



- at the conclusion of the project, to produce an integrated project archive and a report setting out the watching brief results and the archaeological conclusions that can be drawn from the recorded data.

## 4. METHODOLOGY

- 4.1 The fieldwork followed the methodology set out within the WSI (CA 2018a). An archaeologist was present during the excavation of five trenches (Fig. 2, Trenches 1–5) located to determine the presence/location of Drake's Leat. The locations of the trenches were determined by Causeway Geotech Ltd.
- 4.2 Written, graphic and photographic records were compiled in accordance with *CA Technical Manual 1: Fieldwork Recording Manual*.
- 4.3 A summary of information from this project, as set out in Appendix B, will be entered onto the OASIS online database of archaeological projects in Britain, along with an uploaded copy of this report.
- 4.4 As the watching brief results are minor and no significant artefacts were found, the archive will in effect comprise the OASIS entry and no further watching brief archive will be prepared or deposited.

## 5. RESULTS

- 5.1 This section provides an overview of the watching brief results. Detailed summaries of the recorded contexts are given in Appendix A. The trench locations and the features identified therein are shown on Fig. 2. Figs. 4 and 5 present a series of photographs of the monitored groundworks.
- 5.2 The five trenches were excavated to depths of 2.25m–3.3m below the present ground level (bpgl), as follows:
- T1: 2.3m bpgl;
  - T2: 2.3m bpgl;
  - T3: 2.7m bpgl;
  - T4: 2.25m bpgl; and



- T5: 3.3m bpgl.
- 5.3 The natural substrate consisted of a homogeneous mid brown clayey silt (contexts 103, 205, 307, and 406). It was at least partially exposed in all trenches, with the exceptions of T5 and the western half of T4, at the base of each trench (see paragraph 5.2).
- 5.4 Walls 303 and 304 were identified in the south-eastern half of T3, founded onto natural clay 307, which was identified at 2.7m depth in this trench. Wall 304 was oriented north-east/south-west. It was constructed of limestone rubble, which was dressed, though roughly hewn, on the faces of the wall. Wall 303 lay to the south-east of wall 304 and was oriented north-west/south-east. It was constructed of frogged red bricks. The upper three courses of the wall were constructed of bricks with core holes. Walls 303 and 304 were observed to abut each other in the south-western side of the trench where the trench became under cut (thus not demonstrated on Figs. 2 & 3). Deposit 302 abutted the walls to the north and east, forming a made ground deposit, perhaps as the bedding for a now-demolished surface. Deposits 305 and 306, to the north-west of wall 304, contained abundant demolition material.
- 5.5 The natural substrate in T1, T2, T4 and T5 was directly overlain by thick deposits of made ground, consisting of a lower deposit of shillet-rich material (contexts 102, 204, 405, and 502), and upper deposits containing demolition material and modern waste (contexts 203, 403, 404, and 408). Two approximately parallel cut features (105 and 107; not illustrated on plan), probably for modern services, were cut into through the upper made ground deposits in T1.
- 5.6 Modern concrete piers were identified in T2 (202) and T4 (409); these are likely to have contained pipes. The remnants of a red brick and cement surface, 407, were recorded in T4.
- 5.7 The trenches were sealed by hardcore layers (contexts 101, 201, 301, 401, 402, and 501) which acted as bedding deposits for the current asphalt surface (contexts 100, 200, 300, 400, and 500).

## 6. DISCUSSION

- 6.1 The watching brief established the presence of post-medieval/modern made ground deposits directly overlying the natural clay in the southern and eastern areas of the site. This indicates that these areas have been truncated, presumably during the 19th century development of the site (see *Archaeological background*, above).
- 6.2 The natural clay was not exposed in T5 or the western end of T4, where made ground deposits were observed to depth (2.25m–3.3m bpgl). This may indicate that in this part of the site the made ground was used to level the ground by counteracting the natural downward slope in this area. It is therefore possible that truncation may be less extensive in the south-western part of the site, although any surviving archaeological deposits/features in this area would lie at depth. Alternatively, the deeper made ground deposits in this area may in fact indicate that truncation was considerably deeper in the south-western part of the site. The true situation is unclear at present.
- 6.3 No remains of the 19th century extension of Drake's Leat were identified during the watching brief. The projected location of the leat (Fig. 3) aligns approximately with the deepening of the natural clay within the western half of T4, and this may be indicative of a sharp cut into the ground. It is therefore possible that Drake's Leat survives in this area of the site at a depth greater than 2.25m bpgl (i.e below the maximum depth of T4).
- 6.4 The watching brief identified structural remains associated with the Millbay Railway Station extant on the site in the 19th and early 20th centuries. These comprised two walls/foundations in the easternmost part of the site (T3), within the former area of the westernmost station buildings (Fig. 3).

## 7. CA PROJECT TEAM

- 7.1 Fieldwork was undertaken by Paul Clarke. This report was written by Paul Clarke. The report illustrations were prepared by Tom Brown. The project was managed for CA by Paul Clarke.



## 8. REFERENCES

BGS (British Geological Survey) 2018 *Geology of Britain Viewer* <http://mapapps.bgs.ac.uk/geologyofbritain/home.html> Accessed 15 June 2018

CA (Cotswold Archaeology) 2018a *The Proposed Moxy Hotel, Millbay Road, Plymouth: Written Scheme of Investigation for an Archaeological Watching Brief.*

CA (Cotswold Archaeology) 2018b *The Proposed Moxy Hotel, Plymouth, Devon: Heritage Assessment.* CA typescript report no: **18269**



**APPENDIX A: CONTEXT DESCRIPTIONS**

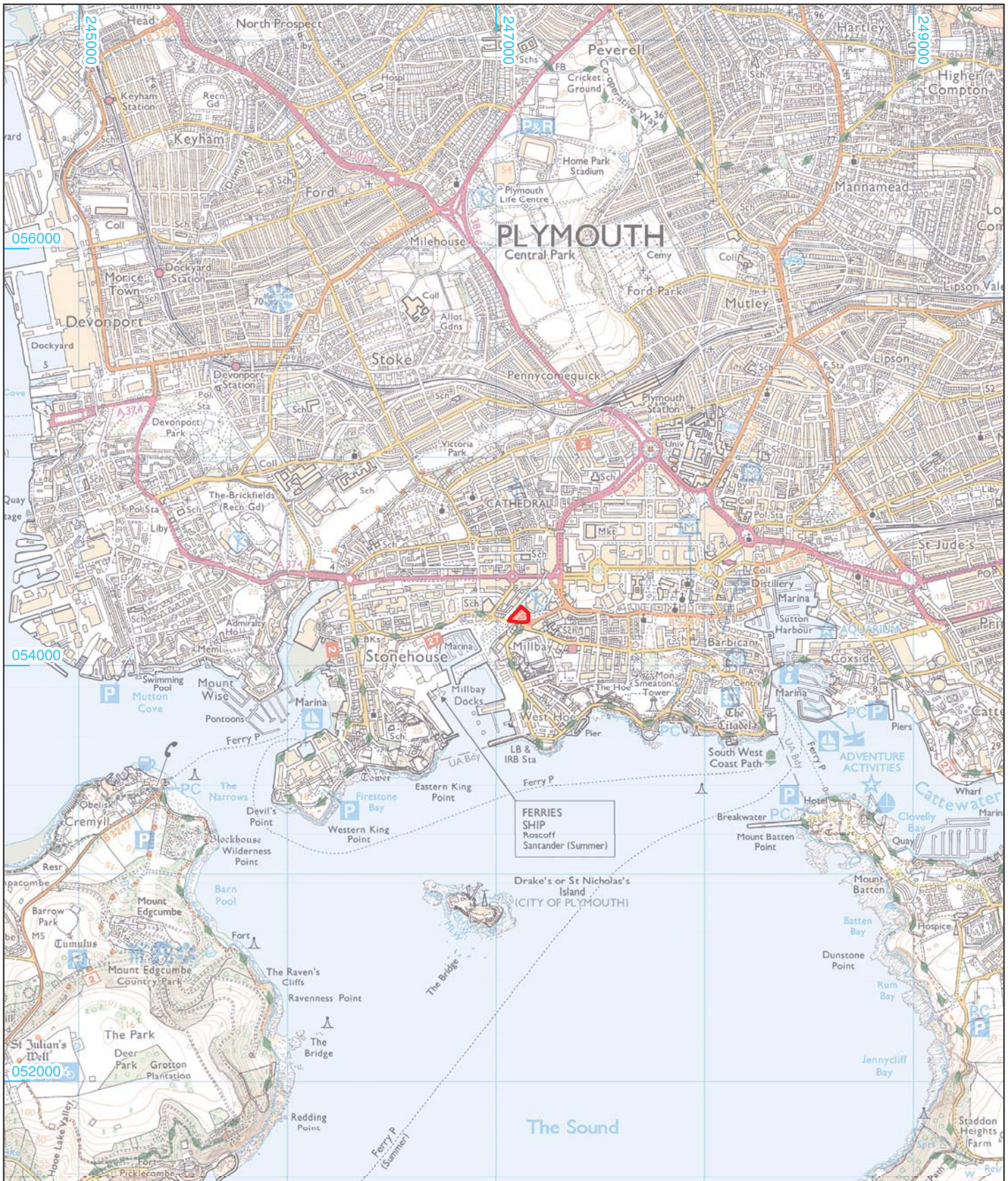
<b>Trench No.</b>	<b>Context No.</b>	<b>Type</b>	<b>Context Interpretation</b>	<b>Description</b>	<b>Depth/ thickness (m)</b>
1	100	Layer	Car park surface	Asphalt.	0.2
1	101	Layer	Hardcore	Light brown hardcore bedding for context 100.	0.32
1	102	Layer	Made ground	Mid grey silty sand with common brick and stone rubble, and abundant shillet.	1.18
1	103	Layer	Natural substrate	Mid reddish brown silty clay.	-
1	104	Fill	Fill of cut 105	Loose black sandy silt with common limestone worked boulders.	1.1+
1	105	Cut	Former drain?	Straight vertical sided cut.	1.1+
1	106	Fill	Fill of cut 107	Loose black sandy silt with abundant broken limestone boulders	1.8
1	107	Cut	Robbed out wall or pipe?	Straight/vertical sided cut.	1.8
2	200	Layer	Car park surface	Asphalt.	0.2
2	201	Layer	Hardcore	Light brown hardcore bedding for context 200.	0.22
2	202	Structure	Concrete pier	Reinforced concrete pier.	0.25
2	203	Layer	Made ground	Loose black sandy silt with common demolition rubble and hazard tape.	1.25
2	204	Layer	Made ground	Mid brownish grey loam with abundant shillet.	1.9
2	205	Layer	Natural substrate	Mid reddish brown silty clay.	-
2	206	Layer	Demolition rubble	Concrete/rubble deposit to NW of structure 202. Light grey sandy loam.	0.34+
3	300	Layer	Car park surface	Asphalt.	0.2
3	301	Layer	Hardcore	Light brown hardcore bedding for context 300.	0.25

Trench No.	Context No.	Type	Context Interpretation	Description	Depth/thickness (m)
3	302	Layer	Made ground	Loose black sandy silt with demolition material.	1.17+
3	303	Structure	Wall	Wall. Oriented NW/SE. Red brick stretcher with core holes in upper courses (218 x 100 x 63mm) and frogging in lower courses (225 x 100 x 100mm). 0.23m wide.	1.17
3	304	Structure	Wall	Rough hewn limestone wall faced to west and east, with rubble interior. Oriented NE/SW. 0.74m wide.	1.67+
3	305	Layer	Demolition rubble	Loose dark grey silty sand with abundant broken stone and brick, includes wood.	2.15
3	306	Layer	Demolition rubble	Light reddish brown rubble. 3/5 cobbles, 2/5 boulders.	0.8
3	307	Layer	Natural substrate	Mid brown silty clay.	-
4	400	Layer	Car park surface	Asphalt.	0.18
4	401	Layer	Hardcore	Light brown loose hardcore bedding deposit for context 400.	0.21
4	402	Layer	Hardcore	Light grey hardcore.	0.3
4	403	Layer	Made ground	Firm black sandy silt with common angular stones.	0.35
4	404	Layer	Demolition deposit	Mid greyish brown loose sandy silt with abundant brick/stone rubble.	0.39
4	405	Layer	Made ground	Mid grey broken/redeposited shillet with grey loam.	0.59
4	406	Layer	Natural substrate	Mid brown silty clay.	-
4	407	Structure	Surface/foundation	Sandy cement surface bordered by red brick/white cement in random bond. 2.4m wide.	0.48

<b>Trench No.</b>	<b>Context No.</b>	<b>Type</b>	<b>Context Interpretation</b>	<b>Description</b>	<b>Depth/ thickness (m)</b>
4	408	Layer	Made ground	Mid greyish brown silt with common rubble and plastic. Located to west of context 407.	1.33
4	409	Structure	Concrete pier	Modern concrete pier. 1.6m wide.	0.2
4	410	Layer	Made ground	Red clay with common stones.	0.3
5	500	Layer	Car park surface	Asphalt.	0.24
5	501	Layer	Hardcore	Light grey hardcore bedding for context 500.	0.22
5	502	Layer	Made ground	Mid brownish grey friable sandy silt with common angular stones.	2.8+

**APPENDIX B: OASIS REPORT FORM**

<b>PROJECT DETAILS</b>		
Project name	The Proposed Moxy Hotel, Millbay Road, Plymouth: Archaeological Watching Brief	
Short description	<p>In June 2018, Cotswold Archaeology carried out an archaeological watching brief at the site of the proposed Moxy Hotel, Millbay, Plymouth. The watching brief was undertaken during the excavation of five trenches aimed at identifying the location of the 19th century extension of Drake's Leat within the site.</p> <p>The watching brief recoded partially demolished walls relating to the former Millbay Railway Station in the eastern part of the site. There was evidence for widespread truncation in the majority of the site, with the natural substrate being directly overlain by made ground, although the ground level dropped in the south-western part of the site and it was possible that truncation was less extensive in this area. No evidence for Drake's Leat was identified, although it is possible that the leat survives beyond the present limit of excavation (c. 2m below present ground level) in the potentially less truncated south-western part of the site.</p>	
Project dates	June 2018	
Project type	Watching brief	
Previous work	Cotswold Archaeology 2018: Desk-based assessment	
Future work	Excavation/Watching Brief	
<b>PROJECT LOCATION</b>		
Site Location	Millbay Road/Bath Street, Plymouth	
Study area (m <sup>2</sup> /ha)	0.45ha.	
Site co-ordinates	NGR 247115 054240	
<b>PROJECT CREATORS</b>		
Name of organisation	Cotswold Archaeology	
Project Brief originator	N/A	
Project Design (WSI) originator	Cotswold Archaeology	
Project Manager	Paul Clarke	
Project Supervisor	Paul Clarke	
<b>MONUMENT TYPE</b>	Railway Station	
<b>SIGNIFICANT FINDS</b>	None	
<b>PROJECT ARCHIVES</b>		
	Intended final location of archive	Content
Physical	N/A	N/A
Paper	N/A	N/A
Digital	N/A	N/A
<b>BIBLIOGRAPHY</b>		
Cotswold Archaeology 2018 <i>The Proposed Moxy Hotel, Millbay Road, Plymouth: Archaeological Watching Brief</i> . CA typescript report <b>18368</b>		



 Site boundary



Andover 01264 347630  
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PROJECT TITLE

The proposed Moxly Hotel, Millbay Road, Plymouth

FIGURE TITLE

Site location plan

0  1km

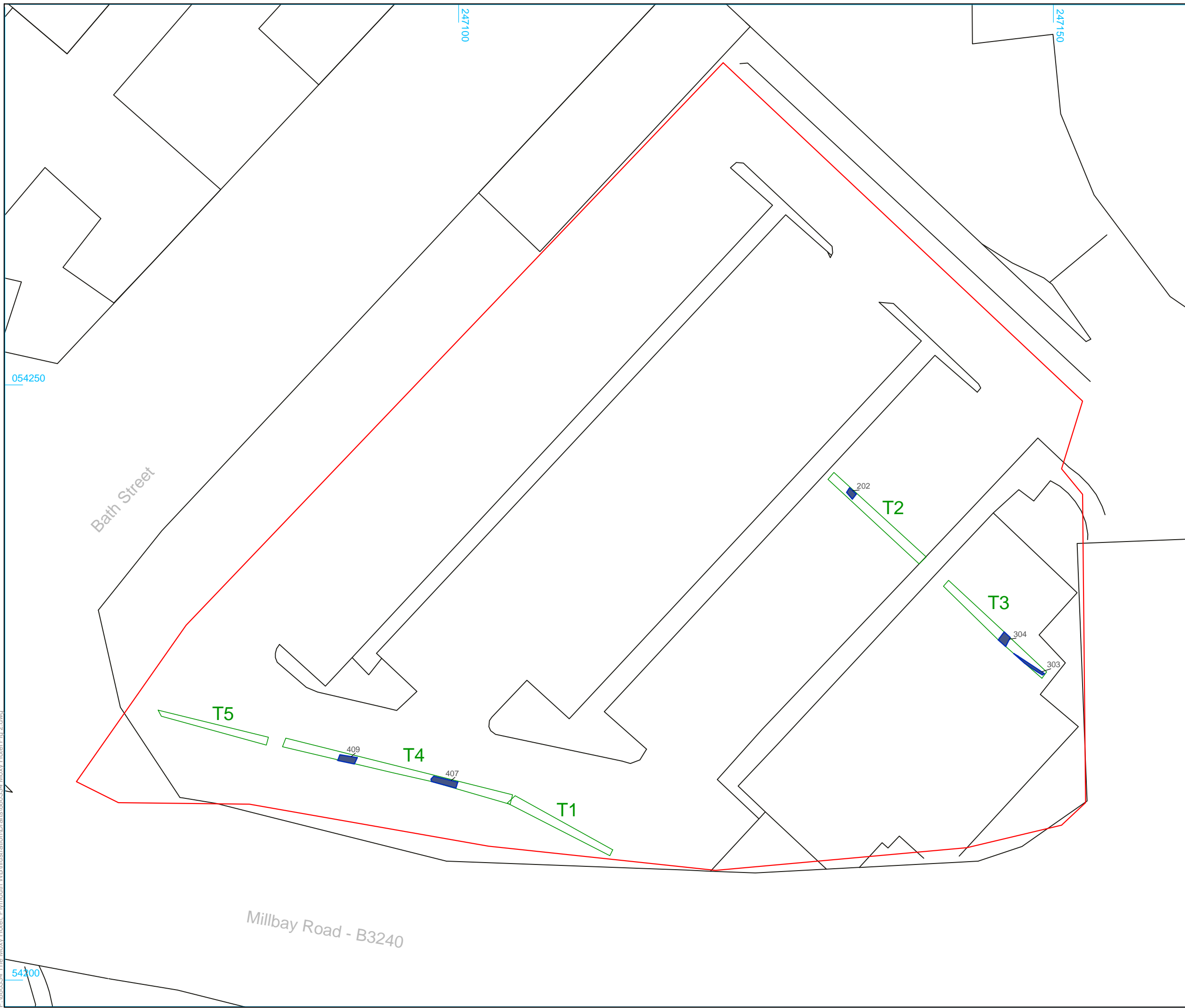
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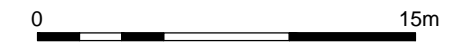
FIGURE NO.

1





- site boundary
- evaluation trench
- structure



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**PROJECT TITLE**  
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**FIGURE TITLE**  
Trench plan showing archaeological features

<b>DRAWN BY</b> TB	<b>PROJECT NO.</b> 880334	<b>FIGURE NO.</b>
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P:\880334 The Moxy Hotel, Plymouth\WB\Illustration\Drafts\880334 Moxy Hotel Fig 2.dwg



- site boundary
- evaluation trench
- structure
- Drake's Leat



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**PROJECT TITLE**  
The Proposed Moxy Hotel, Millbay Road, Plymouth

**FIGURE TITLE**  
Trench plan showing archaeological features on Ordnance Survey plan of 1863

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<b>CHECKED BY</b> DJB	<b>DATE</b> 20.07.18	<b>3</b>
<b>APPROVED BY</b> PC	<b>SCALE@A3</b> 1:300	

P:\880334 The Moxy Hotel, Plymouth\WB\Illustration\Drafts\880334 Moxy Hotel Fig 3.dwg



Trench 1 overview, facing north-west (1m scale)



Trench 2 overview, facing south-east (1m scale)



Trench 3 overview, facing south-east



Wall 303, facing south-east (1m scale)



Wall 304, facing east (1m scale)


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PROJECT TITLE  
**The Proposed Moxy Hotel, Millbay Road,  
 Plymouth**

FIGURE TITLE  
**Photographs**

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APPROVED BY	PC	SCALE	@A3	<b>4</b>



Trench 4 overview, facing east (1m scale)



Surface 407 overview, facing east (1m scale)



Trench 5 overview, facing west (1m scale)

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