

Bristol Broadmead Expansion  
Telecoms  
Trench Share Scheme



**Archaeological  
Watching Brief Report**



**Oxford Archaeology**

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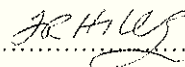
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Prepared by: Mike Sims  
Position: SWD Project Supervisor  
Date: 20th September 2005

Checked by: Andy Norton  
Position: Senior Project Manager  
Date: 22nd October 2005

Approved by: Jon Hiller  
Position: Senior Project Manager  
Date: 24th October 2005

Signed.....



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**Oxford Archaeology**

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Janus House

Osney Mead

Oxford OX2 0ES

t: (0044) 01865 263800

f: (0044) 01865 793496

e: info@oxfordarch.co.uk

w: www.oxfordarch.co.uk

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# Bristol Broadmeads Expansion, Telecoms Trench Share Scheme

## *ARCHAEOLOGICAL WATCHING BRIEF REPORT*

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## SUMMARY

*Between May and August 2005 Oxford Archaeology (OA) carried out an archaeological watching brief at Broadmead, Bristol (NGR: ST 596 735). The work was commissioned by the Bristol Alliance in advance of excavation of cable trenches for the Telecoms Trench Share Scheme. The watching brief revealed evidence of extensive deposits of post-medieval made ground and demolition layers together with evidence of the construction of the River Frome culvert. A medieval or early post-medieval structure was also exposed.*

## 1 INTRODUCTION

### 1.1 Scope of work

- 1.1.1 Between May and August 2005 Oxford Archaeology (OA) carried out an archaeological watching brief within the area known as Broadmead, Bristol (Centred at NGR: ST 596 735). The work was commissioned by the Bristol Alliance in respect of the excavation of service trenches as part of the proposed Broadmead Expansion, Telecoms Trench Share Scheme.
- 1.1.2 A project brief was agreed with Bob Jones, the City Archaeologist for Bristol City Council (BCC).
- 1.1.3 The watching brief consisted of the monitoring of the excavation of service trenching, including both the reopening of existing trenches and the excavation of new trench runs.

### 1.2 Location, geology and topography

- 1.2.1 The area of the proposed works was located to the immediate north-east of the centre of Bristol City (Fig. 1). The area was bounded to the north-west by Newfoundland Street (with side spurs running into Pritchard Street and St Paul's Street), to the north-east by Houlton Street and Wade Street, to the east by River Street, to the west by Bond Street, to the south-west by Broadweir and to the south-east by Wellington Road and St Matthias Park (Fig. 2).
- 1.2.2 The now disused course of the River Frome lies beneath the southern part of the development area. It consists of two channels, the northern of which was known as the Back Ditch.
- 1.2.3 The underlying geology comprises Estuarine alluvium forming the surface geology bordering the River Frome, while the remainder comprises Triassic Keuper Marl. Ground level rises from *c* 8.9 m OD at the south-west end of the study area to 9.9 m OD at the north-east.
- 1.2.4 At the time of the watching brief the area was a mixture of public highways and car parking with residential and retail construction adjoining.

### 1.3 Archaeological and historical background

- 1.3.1 The archaeological background had been prepared for the WSI (OA 2004) for an earlier Archaeological Evaluation, located within the centre of the area of the watching brief and is summarised below.
- 1.3.2 Bristol was probably founded around AD 1000, growing rapidly due to good river and sea access. The early (Saxon) core of the town lies outside and west of the development area. The castle is also outside the area, immediately to the south.
- 1.3.3 No archaeological or documentary evidence is recorded for any prehistoric activity within the area of proposed development. However, the Frome passes through the area of proposed development and there are areas of gravel and alluvium alongside its course. In similar locations in other parts of the country, e.g. near to the Thames and Kennet at Reading, prehistoric activity has been recorded. Therefore, the possibility of surviving prehistoric archaeology within the site should not be discounted entirely.
- 1.3.4 The area to the east of Penn Street comprised 18th century housing developments and it is likely that some remains will survive below Penn Street, Horsefair, Bond Street and the land between. Typical waterside industries, and activities such as revetments, bridges etc, may be represented by organic remains along the water channel to the south of the zone.
- 1.3.5 Development of the majority of the affected area east of Bond Street did not take place until the 19th century when terraced houses, usually with cellars, and industrial units were built. St Matthias church and its churchyard was located near the junction of Bond Street and Wellington Road. The church and churchyard (1220M) were removed in 1950, but there is potential for human remains to survive.
- 1.3.6 The area to the immediate north of Toll Gate Car Park contained the early post medieval lodge, known as the Whistry. Any archaeological remains will have been damaged by 19th century building, which probably included cellars. Some of the site lies under the modern Newfoundland Road.
- 1.3.7 Development of the area currently occupied by Tollgate House and the associated car parks began in the 18th century, and continued into the 19th century. There is potential for the survival of cellars and foundations from these building phases. Typical waterside industries, and activities such as revetments, bridges etc, could be represented by organic remains along the channel to the north of the zone, but this is less likely than in other zones due to the greater distance from the medieval and early post-medieval habitation areas.
- 1.3.8 In August and September 2003 Bristol and Region Archaeological Service carried out a watching brief along the course of the Frome culvert between Broadmead and St Paul's and the Back Ditch Culvert (BaRAS 2003). The Frome Culvert was

revealed to be between 7.5 m and 10 m wide within the area of the watching brief. The Back ditch is approximately 5.5 km wide.

### 1.3.9 *Quakers Friars (Adjoining Broadweir)*

1.3.10 A field evaluation was carried out on the available areas of the Quakers Friars site by Bristol and Region Archaeological Services in 2002 (BaRAS 2002), and a detailed account of the historic development of the Study Area may be found in the desk-based studies previously completed (Morton 1999, BaRAS 2000). The results from these, together with some further research into the foundations of existing buildings, were set out in the Environmental Statement (OA 2003b). The following is therefore only a short summary of the archaeological background.

1.3.11 No evidence exists for Prehistoric or Saxon archaeology within the development area. Only two single finds are known from the Roman period. The presence of river channels, however, means that there remains potential for pre-medieval archaeology, although this potential has not yet been evaluated.

1.3.12 Trial trenching in 2002 showed that significant remains of the friary survive below ground in the Quakers Friars area. Two surviving buildings from the Friary are listed Grade II\* and are a Scheduled Ancient Monument. At the south end of Quakers Friars are two former channels of the River Frome; there is therefore potential for waterlogged preservation of organic deposits, although trial-trenching did not locate such deposits.

1.3.13 Post-medieval development included lodges (mainly in the former Friary) and the Quaker Friends Meeting House (Listed Grade I) with its adjacent burial ground – burials are known to survive here. The development of 18th and 19th century housing infilled the area east of Quakers Friars, spreading from west to east. The former river channels continue through this area, with the potential for post-medieval (and possibly earlier) waterlogged organic deposits.

1.3.14 Surviving foundation drawings for the 1950s buildings at Quakers Friars are incomplete. Those available for study show both strip and piled foundations were used. Considerable disturbance of archaeology has taken place, but there is also scope for substantial areas of archaeology to have survived.

## 2 PROJECT AIMS AND METHODOLOGY

### 2.1 Aims

2.1.1 To identify the presence or absence, extent, condition, quality and date of archaeological remains in the areas affected by the development.

2.1.2 To preserve by record any archaeological remains (if present) that the works may remove or damage during intrusive ground works, in particular evidence for early building construction.

2.1.3 To make available the results of the archaeological investigation.

## 2.2 Methodology

2.2.1 The working brief was conducted as a series of periodic visits to examine intrusive works and excavations as development work proceeded. These works consisted of the excavation of service trenches along the route of the public highways. The excavations were closely examined for any features, and the spoil was examined in order to collect dating evidence.

2.2.2 A plan of the extent of the excavations was maintained (Fig. 2) at a scale of 1:100 and sections of exposed features and sample sections were drawn at a scale of 1:20. All excavated features were photographed using colour slide and black and white print film and a general photographic record of the work was also made. Recording followed procedures detailed in the *OA Field Manual* (ed. D Wilkinson, 1992).

## 3 RESULTS

### 3.1 Description of deposits

3.1.1 The observations of the watching brief are presented below, with the descriptions grouped into discrete geographical areas for ease of presentation.

#### ***Broadweir***

3.1.2 A length of approximately 80 m of 0.7 m wide by 0.8 m deep trenching running along the edge of the north-west kerbing, was monitored.

3.1.3 The base of the trench cut approximately 0.1 m deep into a layer of grey-green grit (5034) (Fig. 3, section 1), a layer of modern made ground. Overlying this was a 0.4 m thick layer of dark grey clay loam (5035), containing many fragments of demolition debris such as brick, stone and concrete, which represented a levelling layer. Below the current road surface this had been replaced with a 0.4 m thick layer of limestone scalplings (5033), in order to support the weight of traffic (not shown in section). Both 5033 and 5035 were sealed below a 0.3 m thick layer of concrete (5032) overlaid by a 0.1 m thick layer of tarmac.

3.1.4 Adjoining the trench within the paved area to the west of the trench, was an excavation for an access chamber (Fig. 3, section 2) dug to a depth of 0.7 m. This cut 0.5 m deep into the levelling layer 5035, which was sealed by a 0.15 m thick layer of sand supporting the paving slabs.

#### ***Wellington Road and Bond Street***

3.1.5 A 60 m length of trenching running from the edge of Bond Street along Wellington Road was monitored. The excavations measured 1.5 m deep and up to 5 m wide.

3.1.6 Immediately to the east of Bond Street the trench measured 1.5 m deep by 2 m wide, with the base of the trench cutting 0.5 m deep into a layer of black silt loam (5039)

(Fig. 3, section 3). This layer produced many fragments of stone and brick and was a probable layer of demolition debris spread as made ground. This was overlaid by a 0.3 m thick layer of limestone scalplings (5038) which supported a 0.15 m deep layer of tarmac (5037), an earlier phase of road surface. This had been sealed by a 0.6 m thick layer of dark brown silt loam (5036), a modern landscaping layer.

- 3.1.7 At the junction between Wellington Road and Stratton Street the excavations widened to approximately 5 m wide by 1.5 m deep (Fig. 3, section 4). Exposed in the base of the trench and within the sections was a 0.6 m wide south-west to north-east aligned stone wall (5004). This was built of roughly dressed limestone blocks with a rubble core bonded with lime mortar. This was approximately 0.6 m in height, with the top courses showing evidence of truncation. Its construction suggested a late medieval or early post-medieval date, however no dating evidence was recovered. Overlying the wall was a layer of black sandy silt (5003) in excess of 0.7 m deep. This layer contained many stone and brick fragments as well as a percentage of clinker and ash, and produced numerous fragments of 19th-century clay pipe stem. The finds were indicative a post-medieval layer of made ground. Two fragments of a Bathstone column, approximately 0.5 m in diameter were recovered from this layer and these probably relate to the demolition of St. Matthias Church in the 1960s.
- 3.1.8 The layer was sealed by a 0.1 m thick layer of dark grey-brown sandy silt (5002), which produced many fragments of brick and contained quantities of ash and clinker and comprised another layer of made ground. This was overlaid by a 0.18 m deep layer of light grey crushed stone (5001), a layer of modern road make up. Overlying this was a layer of limestone scalplings between 0.1 m and 0.2 m in depth (5000) which formed the base for the modern tarmac.

### ***Saint Matthias Park***

- 3.1.9 Running eastwards off Wellington Road was a 35m long, 1.3 m deep trench of up to 3.5 m in width.
- 3.1.10 The base of this trench cut 0.6 m deep into a layer of black sandy silt which could be seen to be a continuation of layer 5003 (Fig. 3, section 5). This was overlaid by a dark grey sandy silt, a continuation of 5002. Both of these layers formed post-medieval make up levels. Layer 5002 was sealed by a layer of limestone scalplings (5000) the base for the tarmac road surface. Towards the eastern end of the trench a disused service trench, containing a 0.25 m diameter salt glazed pipe and backfilled with a mixture of sand and redeposited soil could be seen to cut layers 5002 and 5003.

### ***River Street***

- 3.1.11 This was a continuation of the Wellington Road excavations and measured 280 m in length, up to 6 m wide and up to 2 m in depth.
- 3.1.12 The majority of this trench was excavated within modern dumped deposits however as it approached the northern end of River Street the trench both widened and



increased in depth. At the north end of the trench immediately adjacent to Wade Street the trench was 2 m deep and 6 m wide. The base of the trench cut 0.6 m into the top of a reddish brown clay silt (5017), (Fig. 3, section 6). This layer contained numerous small subangular sandstone fragments and sloped towards the west. This deposit probably represented alluvium within the old course of the River Frome. Overlying this was a 0.15 m thick layer of grey mixed charcoal and ash (5016) and was probably evidence of dumping within the old river. Sealing this was a layer of reddish brown clay (5015) over 0.7 m in depth. This layer produced small stone fragments and was a probable layer of flood deposition or alluvium. This was overlaid by a 0.1 m thick layer of grey grit (5014). This was composed of a mix of ash, charcoal, clinker and mortar and formed another dumping deposit. Overlying this was a 0.1 m deep layer of black coarse material (5013) also composed of ash, charcoal and clinker and which also represented a dumping layer. This was sealed by a 0.3 m thick layer of grey-brown clay (5012) which contained many brick and stone fragments and probably represented a levelling layer of made ground. This had been cut by a 0.7 m deep pipe trench (5011), containing a 0.05 m diameter iron pipe which had corroded through in places.

- 3.1.13 Truncating this and steeply sloping down into the base of the trench was a construction cut (5010), the edge of the Victorian excavation for the River Frome Culvert. The eastern extent of this was a limestone built wall (5007), the reverse face of which was exposed within the west face of the trench. The exposed face was constructed of very roughly dressed limestone blocks up to 0.5 m by 0.25 m by 0.25 m in size, small limestone rubble and occasional brick, bonded with a grey, possibly cement, mortar. Where the internal face of the culvert could be examined immediately to the north of Wade Street it could be seen to be constructed with well dressed limestone blocks, the face exposed in the trench was never meant to be seen, hence the rough construction. Butting up to the base of the wall was a layer of dark grey silty clay (5009), in excess of 0.6 m deep and which represented a layer of backfill within 5010. This was overlain by a 0.7 m deep layer of mixed reddish brown and grey-brown clays (5008). Overlying 5008 and running over the top of 5007 was a 0.35 m thick layer of black sandy silts and occasional stone fragments (5006), the final phase of backfilling within 5010. This was overlaid by a 0.2 m layer of mixed rubble and scalpings (5005), the base for the modern tar/mac surface.
- 3.1.14 Within the eastern face of the trench an undisturbed section through the original stratigraphy could be seen (Fig. 3, section 7). The base of the section cut 0.6 m deep into a layer of reddish brown silt clay, which could be seen to be a continuation of layer 5017, a layer of alluvium within the old course of the River Frome. This was overlaid by a 0.08 m thick layer of very pale grey gritty silt (5031), which contained many small fragments of mortar, ash and clinker, and which represented a probable layer of dumping within the water course. Overlying this was a 0.2 m deep layer of dark greyish brown silt (5030) containing many stone and brick fragments and is a probable mix of alluvium and dumped construction debris. This was sealed by a 0.15 m thick layer of black sandy silt (5029), composed of a mixture of ash, clinker and

unburned coal, again a dump of occupation debris. This was overlaid by a layer of lime mortar containing numerous fragments of red clay roofing tile, 0.1 m in depth (5028). This probably represented dumping of construction debris in the old water course. Overlying this was a 0.25 m thick layer of dark greyish brown clay silt (5027), which produced many fragments of stone and brick. It was very similar to layer 5012 within section 6 and like 5012 was a probable levelling layer. This was overlaid by a succession of occupation layers; a 0.15 m thick layer of ash, clinker and charcoal (5026), a 0.05 m thin band of ash and lime mortar, (5025), a 0.1 m deep layer of black ash clinker and charcoal (5024) and a 0.15 m thick layer of pale grey silt, ash and clinker (5023). Overlying the northern edge of these occupation layers was a 0.3 m deep layer of grey stone chippings (5022), a possible levelling deposit or possibly backfill of an unrecorded service trench. This was overlaid by a 0.12 m thick layer of grey brown clay silt (5021) which contained many red roof tile fragments and was a probable spread of demolition debris. The northern edge of this layer was overlain by a 0.1 m thick lens of dark grey brown silt (5020), a levelling layer. Both 5020 and 5021 were overlaid by a 0.12 m deep layer of crushed sandstone (5019), the base for a limestone surface (5018). This was constructed using limestone slabs measuring approximately 0.2 m by 0.15 m by 0.05 m laid on edge. Within the northern edge of the section these had been replaced with a 0.15 m thick layer of scalplings (5005) which supported the modern tarmac surface.

#### ***Houlton Street and Wade Street***

- 3.1.15 Approximately 70 m of a 2.5 m wide by 1.3 m deep trench was excavated along the length of Houlton Street (Fig. 3, section 8).
- 3.1.16 The base of the trench cut 0.6 m deep into the top of a layer of black sandy silt (5006) which contained ash, clinker and many fragments of brick and stone, suggesting a layer of made ground. This was overlaid by a 0.4 m thick layer of mixed scalplings and rubble, a continuation of layer 5005. This was sealed by a 0.25 m deep layer of modern tarmac.
- 3.1.17 A 10 m length of a 1.5 m wide by 1.3 m deep trench was monitored as it crossed Wade Street. The stratigraphy exposed was identical to that seen in Houlton Street, although 5005 had been disturbed by modern cable trenches in places.

#### ***Newfoundland Street, St. Paul's Street and Pritchard Street***

- 3.1.18 Excavation of new trenching within the footprint of existing cable trenches was monitored. Within the area of Newfoundland Street the excavations exposed layers of modern made ground relating to the construction of the dual carriage way with no earlier deposits observed.
- 3.1.19 Within St Paul's Street the depth of the trench varied from 0.8 m at the northern end, deepening to 2 m at its junction with Newfoundland Street. Below the modern road surface the stratigraphy consisted solely of a dark brown loam silt (5040) containing

many brick fragments. It was probably a layer of made ground deposited during the construction of the cellars of the buildings fronting the street.

- 3.1.20 The trench excavated at the junction between Newfoundland Street and Pritchard Street measured 0.6 m deep. It was contained wholly within disturbed ground caused by earlier cable trenches, no other stratigraphy was exposed.

### ***Elton Street***

- 3.1.21 Approximately 50 m of a 1 m wide by 1.2 m deep trench was excavated along the western kerb of Elton Street. The base of the trench cut 0.9 m deep into the top of a layer of reddish brown sandy silt (5041) (Fig. 3, section 9). This contained clinker and building debris, and represented a layer of made ground associated with the cobbled road surface (5042) that was built directly upon it. This surface was of similar construction to surface 5018 observed in River Street and was of a contemporary 19th century date. A sondage dug in the western pavement at the northern end of Elton Street revealed the footings for the standing building dug into the surface of layer 5041.

### ***Castlemead***

- 3.1.22 Approximately 35 m of a 3.5 m wide by 1.25 m deep trench was monitored running from the eastern end of Broadweir up to the western edge of Bond Street. At 5 m from the eastern end of the trench a granite cobble surface (5043) (not shown) was exposed in the base of the excavation at a depth of 1.25 m below the existing pedestrian paving. This surface was only exposed for a length of 6 m before the depth of impact rose. The cobble sets represented the former 19th century road surface where Broadweir narrows down and became the street known as Narrowweir, which can be seen on the 1882 Ordnance Survey map. This was sealed by a 0.9 m deep layer of modern small aggregates, part of the backfill of the existing service trenches.

## **3.2 Finds**

- 3.2.1 All the finds recovered were dated between the late 18th, 19th and 20th centuries with no earlier artefacts recovered. These finds included pottery, ceramic building material (both brick and tile), fragments of clay pipe and fragments of worked stone. The building material was evaluated on site, but not retained, whilst the other artifacts were retained for further study and reference.

## **3.3 Palaeo-environmental remains**

- 3.3.1 No deposits suitable for palaeo-environmental sampling were observed during the course of the watching brief.

#### 4 DISCUSSION AND CONCLUSIONS

- 4.1.1 The majority of the deposits observed relate to the immediate post-war redevelopment of the areas involved, with the deposits relating to the demolition and levelling of the earlier buildings.
- 4.1.2 The depth of these deposits was such that the level of impact failed to penetrate below the late post-medieval levels in most of the trenches. The exceptions to this is were the trenching within River Street where occupation and dumping layers, predating the construction of the River Frome culvert, could be observed and Saint Paul's Street where a mix of upcast and construction debris from the cellars of the Georgian buildings fronting the street was encountered. The stone built wall observed in the Wellington Road excavations predated the 20th century levelling deposits but was otherwise undated. It may relate to the now demolished Saint Matthias Church.
- 4.1.3 The levelling of the areas involved suggests that there is the possibility of earlier features and deposits preserved *in situ*, however they are only likely to be observed within the footprint of deeper constructions such as basements or deep service trenches.

## APPENDICES

## APPENDIX 1 ARCHAEOLOGICAL CONTEXT INVENTORY

<i>Context</i>	<i>Type</i>	<i>Depth/ Height</i>	<i>Width</i>	<i>Comments</i>	<i> Finds</i>	<i>Date</i>
5000	Layer	0.15 m	-	Modern scalplings	-	C20th
5001	Layer	0.18 m	-	Modern made ground	-	C20th
5002	Layer	0.1 m	-	Demolition debris	Brick	C19th/C20th
5003	Layer	> 0.5 m	-	Made ground	Brick	C19th/C20th
5004	Structure	> 0.5 m	0.6 m	Limestone wall	-	Pre C19th
5005	Layer	0.35 m	-	Modern scalplings	-	C20th
5006	Fill	0.5 m	-	Backfill of culvert construction cut	Brick	C20th
5007	Structure	> 1.6 m	0.6 m	Eastern wall of River Frome culvert	-	C19th
5008	Fill	0.7 m	1.75 m	Backfill of culvert construction cut	-	C19th
5009	Fill	> 0.6 m	0.5 m	Backfill of culvert construction cut	-	C19th
5010	Cut	> 2.0 m	> 12 m	Construction cut for the River Frome culvert	-	C19th
5011	Cut	0.8 m	-	Defunct pipe trench	-	C19th
5012	Layer	0.35 m	-	Levelling layer	Brick, tile	C19th
5013	Layer	0.15 m	-	Silting within old course of River Frome	-	-
5014	Layer	0.18 m	-	Mix of silt and dumping	-	C19th
5015	Layer	0.3 m	-	Silting within old course of River Frome	-	-
5016	Layer	0.2 m	-	Silting within old course of River Frome	-	-
5017	Layer	> 0.6 m	-	Silting within old course of River Frome	-	-
5018	Surface	0.18 m	> 5 m	Original cobbled surface in River Street	-	C19th
5019	Layer	0.12 m	> 5m	Crushed stone base for cobbles	-	C19th
5020	Layer	0.1 m	-	Layer of made ground	-	C19th
5021	Layer	0.12m	-	Layer of made ground, levelling layer	Tile	C19th

<i>Context</i>	<i>Type</i>	<i>Depth/ Height</i>	<i>Width</i>	<i>Comments</i>	<i>Finds</i>	<i>Date</i>
5022	Layer	0.3 m	-	Layer of made ground	-	C19th
5023	Layer	0.18 m	-	Tipping layer within old course of River Frome	Tile	C19th
5024	Layer	0.18 m	-	Tipping layer within old course of River Frome	-	C19th
5025	Layer	0.08 m	-	Tipping layer within old course of River Frome	-	C19th
5026	Layer	0.18 m	-	Tipping layer within old course of River Frome	-	C19th
5027	Layer	0.25 m	-	Tipping layer within old course of River Frome	Brick, tile	C19th
5028	Layer	0.1 m	-	Tipping layer within old course of River Frome	Tile	C19th
5029	Layer	0.18 m	-	Tipping layer within old course of River Frome	Coal	C19th
5030	Layer	0.2 m	-	Tipping layer within old course of River Frome	Brick, tile	C19th
5031	Layer	0.1 m	-	Tipping layer within old course of River Frome	-	C19th
5032	Layer	0.25 m	-	Concrete slab under Broadweir	-	C20th
5033	Layer	0.4 m	-	Scalplings underneath concrete	-	C20th
5034	Fill	> 0.1 m	-	Gravel backfill of existing service trench	-	C20th
5035	Layer	0.35 m	-	Made ground under Broadweir pavement	Brick	C20th
5036	Layer	0.6 m	-	Modern landscaping layer	-	C20th
5037	Surface	0.15 m	-	Buried tarmac road surface	-	C20th
5038	Layer	0.25 m	-	Scalping base for tarmac	-	C20th
5039	Layer	> 0.5 m	-	Made ground	Brick	C20th
5040	Layer	> 2 m	-	Made ground, upcast from cellar excavations	Brick	C18th/19th
5041	Layer	> 0.9 m	-	Made ground	Brick	C19th
5042	Surface	0.15 m	-	Original cobbled road surface in Elton Street	-	C19th
5043	Surface	-	-	Original cobbled road surface within Narrowweir	-	C19th

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- OA 2003a *Broadmead Expansion, Bristol - Overall Written Scheme of Investigation for Archaeological Works*
- OA 2003b *Environmental Statement, Section 6, Archaeological Assessment*
- OA 2004 *Main Scheme Broadmead Expansion, Bristol: Written Scheme of Investigation for an Archaeological Field Evaluation*

## APPENDIX 3 SUMMARY OF SITE DETAILS

**Site name:** Bristol Broadmead Expansion : Telecoms Trench Share Scheme

**Site code:** BRSMG 04

**Grid reference:** ST 596 735

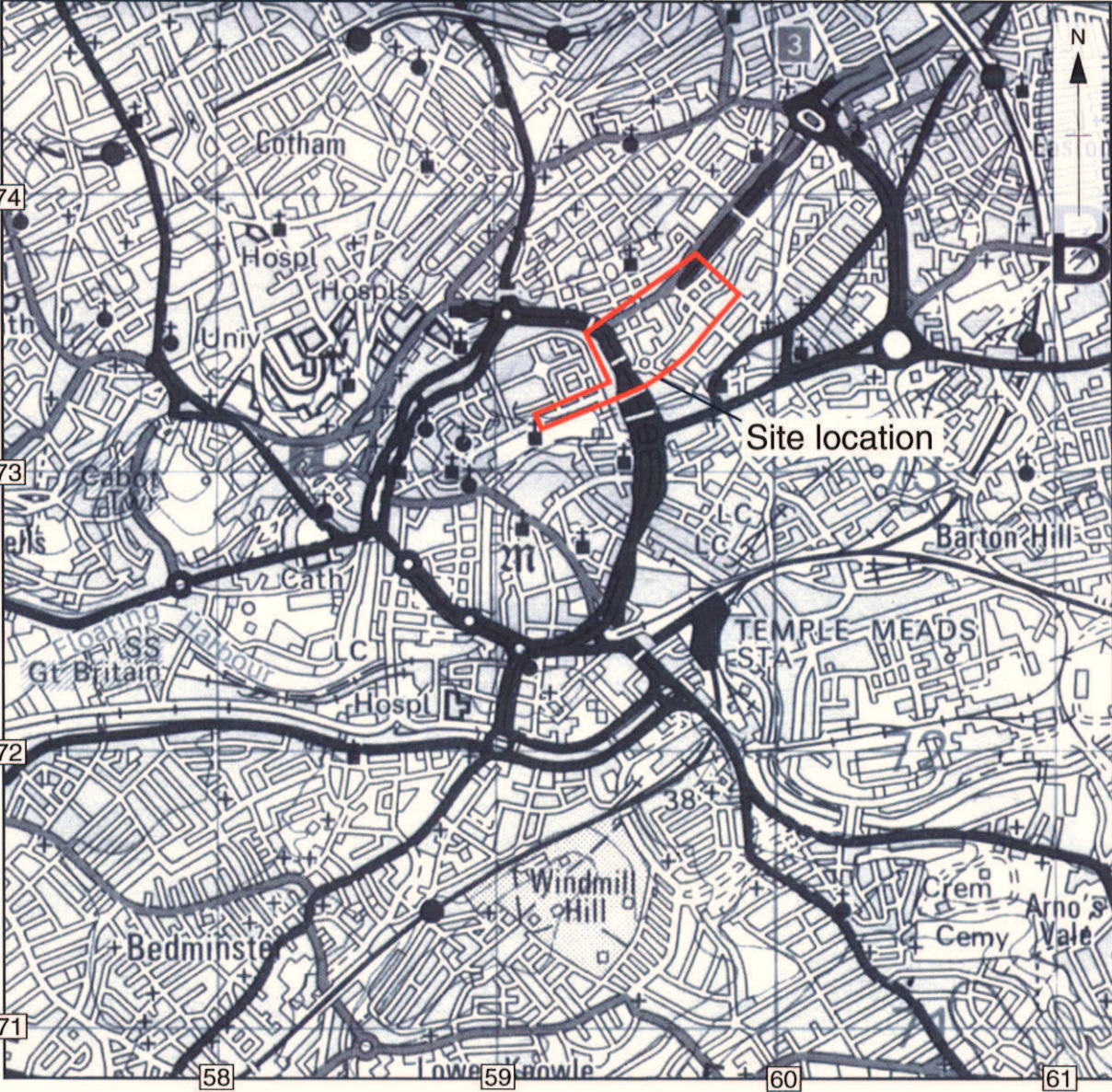
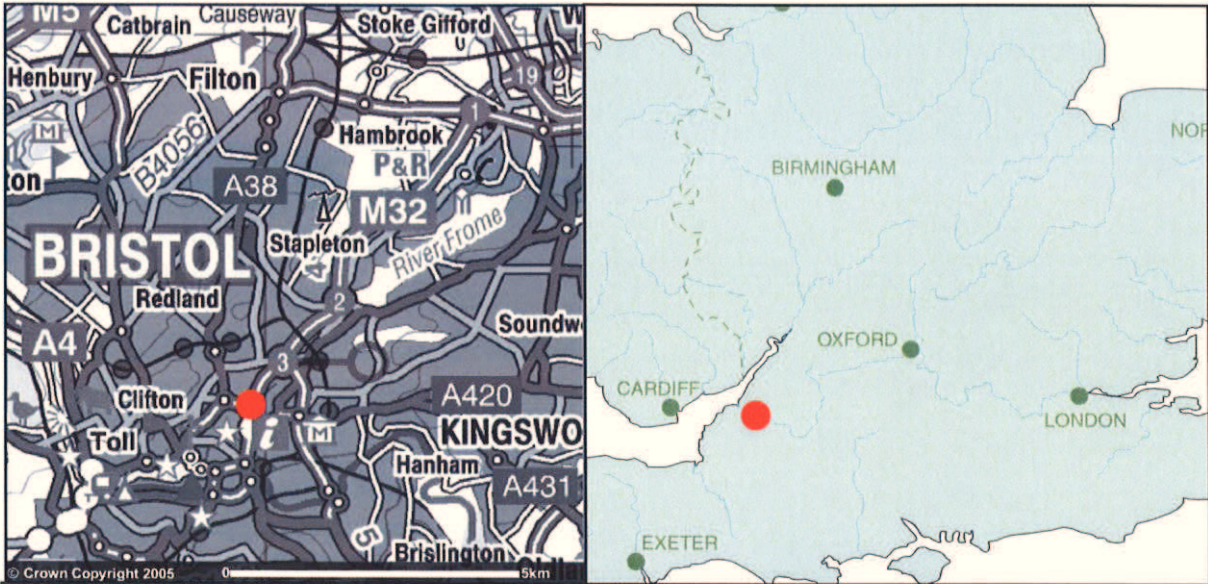
**Type of watching brief:** Monitoring of machine excavated service trenches

**Date and duration of project:** 5th May 2005 to 1st August 2005, 12 weeks

**Area of site:** c.3.5 hectares

**Summary of results:** Extensive deposits of post-war made ground, 19th cobbled surfaces, construction of the River Frome culvert and an undated stone wall

**Location of archive:** The archive is currently held at OA, Janus House, Osney Mead, Oxford, OX2 0ES, and will be deposited with Bristol City Museum and Art Gallery in due course, under the following accession number: BRSMG;2004/49



Scale 1:25,000

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Figure 1: Site location





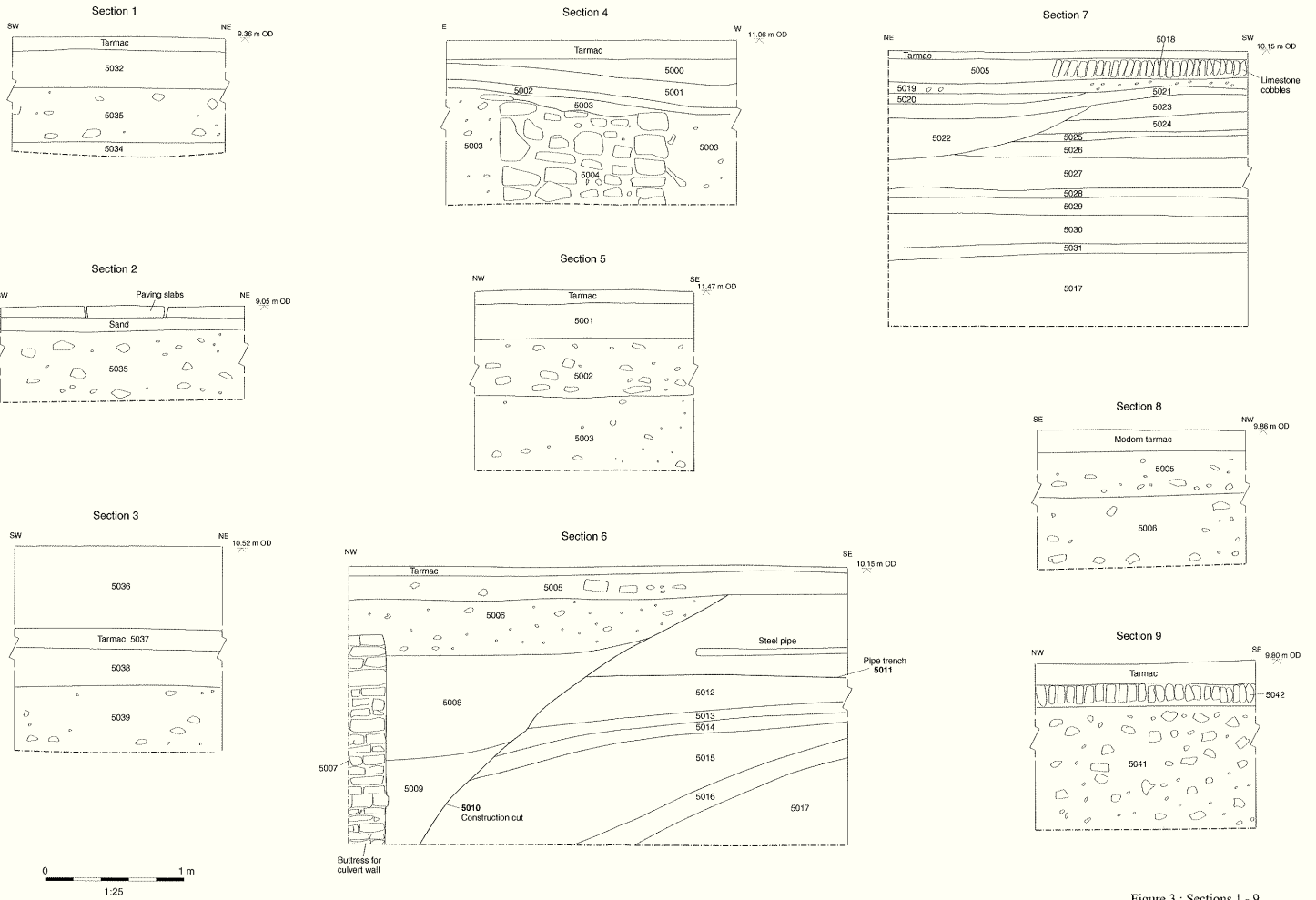


Figure 3 : Sections 1 - 9



### **Oxford Archaeology**

Janus House  
Osney Mead  
Oxford OX2 0ES

t: (0044) 01865 263800  
f: (0044) 01865 793496  
e: [info@oxfordarch.co.uk](mailto:info@oxfordarch.co.uk)  
w: [www.oxfordarch.co.uk](http://www.oxfordarch.co.uk)



### **Oxford Archaeology North**

Storey Institute  
Meeting House Lane  
Lancaster LA1 1TF

t: (0044) 01524 541000  
f: (0044) 01524 848606  
e: [lancinfo@oxfordarch.co.uk](mailto:lancinfo@oxfordarch.co.uk)  
w: [www.oxfordarch.co.uk](http://www.oxfordarch.co.uk)



**Director:** David Jennings, BA MIFA FSA

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Oxford Archaeological Unit  
Janus House, Osney Mead, Oxford OX2 0ES