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**SALVAGE RECORDING DURING
THE CONSTRUCTION OF THE
A5 SHREWSBURY BYPASS**

by
H R HANNAFORD



INVESTOR IN PEOPLE

Archaeology Service

SHROPSHIRE 
COUNTY COUNCIL

Information and Community Services



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Winston Churchill Building, Radbrook Centre, Radbrook Road, Shrewsbury, Shropshire SY3 9BJ Tel. (01743) 254018

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1. INTRODUCTION

The archaeological evaluation of the route of the A5/A49 Shrewsbury Bypass culminated in the trial trenching of six cropmark sites in the late autumn of 1989 (Cane and Watson, 1989). As a result of this evaluation, a research design (Watson, 1989) was prepared in response to the threat to the archaeology. Four settlement sites of Iron Age or Romano-British date known to be affected by the line of the new road were selected for full scale archaeological excavation. These excavations were carried out on behalf of the Leisure Services Department, Shropshire County Council, by Birmingham University Field Archaeology Unit between November 1989 and May 1990 (Ellis *et al.*, 1994).

In addition to these four settlement sites the archaeological survey and evaluation of the Bypass route had highlighted a further thirteen known sites that would be directly affected by the roadworks. These sites ranged in type and date from prehistoric field systems to post-medieval industrial sites.

It was judged on the evidence available that none of these sites merited full scale excavation in advance of road construction, but all could be adequately dealt with by means of salvage recording and a watching brief. Any further, previously unrecorded, sites that came to light during road construction would also be dealt with in this way.

Shropshire County Council appointed a field archaeologist with responsibility for the overall management of the Archaeological Project, and with specific responsibility for salvage recording of these sites during the road construction. The programme of salvage recording began in November 1989, with a number of small scale excavations, undertaken in advance of the road construction. The number of sites that could be examined in this way was, however, limited by the availability of access. These small scale excavations, and the ensuing watching briefs and salvage recording work were undertaken by the writer, with the help of local volunteers.

2. PREHISTORIC AND ROMAN SITES

Among the possible prehistoric sites under threat and requiring monitoring during road construction, were two cropmark field systems, SA19 (NGR: SJ 527 118) and SA23 (SJ 535 121), both at Preston Farm, Upton Magna. In each case, only the fringes of the field systems were affected by the new road, and evaluation of the sites in 1988 (Cane, 1989) indicated poor survival in any case.

SA19 SA19 is a possible field system with two associated enclosures, to the west and south of Preston Farm. Traces of ridge and furrow are apparent on early aerial photographs of the site, although there is no trace of this on the ground, and indeed, more recent photographs do not show the ridge and furrow, whilst the area of the visible prehistoric/Roman field system has increased. Only one outlying linear feature was under threat from the Bypass. The 1988 evaluation failed to positively identify this feature (Cane and Watson, 1989); neither was it visible during or after the mechanical stripping of topsoil from the site by the road contractors. Prehistoric activity on this site was evidenced only by the finding of a solitary struck flint flake, recovered from the surface of the topsoil on the road margin within the Road Corridor at SJ 5243 1176. [Archive code: A5/90/SA19]

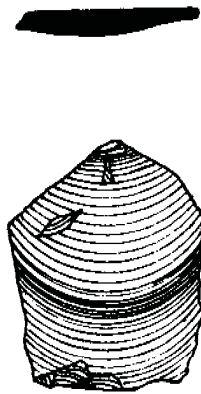


Fig. 1: Flint flake from SA19, scale 1:1

SA23 SA23 is another possible field system; a segment of a double ring ditch is also apparent at the western edge of the known extent of the system (although this actually lies just to the south of the Bypass road corridor). This complex was also evaluated in 1988. Trial trenching revealed shallow ditches, which could be correlated to the cropmark ring ditch. No dating evidence was recovered. Other features associated with the possible field system were, as with SA19, not positively identified (Cane and Watson, 1989).

During road construction, access to the site of the ring ditch was not possible, as it underlay a contractors' temporary access roadway (which was in continuous use). Neither did road construction here allow for observation in plan of any features associated with the field system, as the initial groundworks involved only partial removal of the topsoil by box-scraper,

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followed by deeper excavation by hymax. However, in the resulting sections no archaeological features were apparent, although a number of geological features could be seen. These took the form of deep, narrow, V-shaped cuts through the beds of natural sands and gravels, similar to a feature examined during the excavation of SA20 (Jones, in Ellis et al, 1994), and interpreted as ice-wedges or frost cracks. [Archive code: A5/90/SA23]

New site On the other hand, beyond the eastern limits of the known cropmark complex of SA23, about 75m east of the Uffington/Atcham road, a number of linear features of man-made origin were revealed when the contractors removed the topsoil from the Bypass road corridor (Fig. 2). The area examined was limited by the movement of the contractors' heavy plant to the northern half of the roadway, and again, the removal of topsoil was only partial, providing a relatively small area of exposed subsoil for examination.

Two separate sets of features were revealed. The later of the two (Fig. 2, a) comprised ditches, backfilled with red clay with some brick fragments, representing features, possibly field boundary ditches, infilled in the 18th - 19th centuries; they appeared to pre-date the construction of the Shrewsbury to Birmingham Railway which ran alongside the northern edge of the bypass road corridor at this point. Another set of features (Fig. 2, b) appeared to be of earlier date. These features comprised two ditches, filled with a grey silty clay, intersecting at right angles. Both ditches were U-shaped in profile, and were less than 1m wide by 0.3m deep, having apparently been considerably truncated by ploughing or natural erosion. No finds were recovered to enable dating of these features. These ditches may have been outliers of the SA23 field system. [Archive code: A5/90/1]

New site Following the removal of topsoil from the contractors' caravan compound at Lower Edgebold Farm, a linear feature was revealed cut into the boulder clay (Fig. 3). This feature was 2.5m wide and ran for at least 20m on a northeast/southwest alignment at the southern end of the compound (SJ 4595 1030). The uppermost fill of this feature consisted of grey clay, clearly visible against the natural yellowish brown surface of the boulder clay. There was no opportunity to sample this feature further as it was immediately covered with hardcore. However, it is likely that the feature survived intact beneath this temporary surface. About 45m northwest of this feature, at SJ 4599 1035, a small flint flake, shattered into three pieces, was recovered from the surface of the boulder clay. [Archive code A5/90/14]

New site Following the removal of topsoil from the site of a contractors' borrow pit at Aston Hall Farm, Aston, a number of features were revealed cut into the natural red boulder clay. A number of irregular linear features proved to be of natural origin, probably frost-fractures. Several linear features were observed running parallel to the western field boundary and centred on SJ 6038 1013 and probably represented the remains of medieval or later ridge and furrow ploughing (see below).

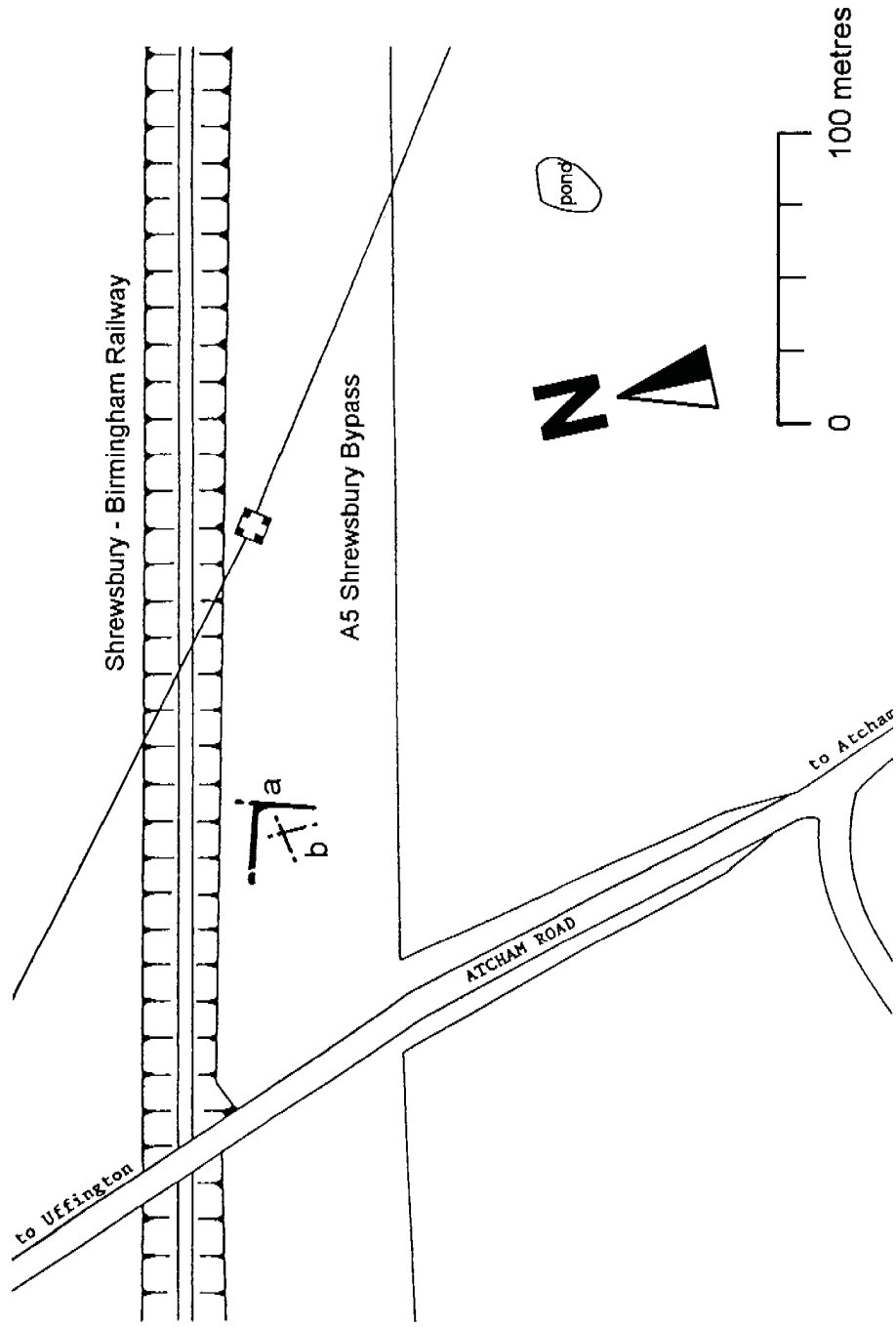


Fig. 2: SA23 - ditches on east side of Uffington-Atcham road

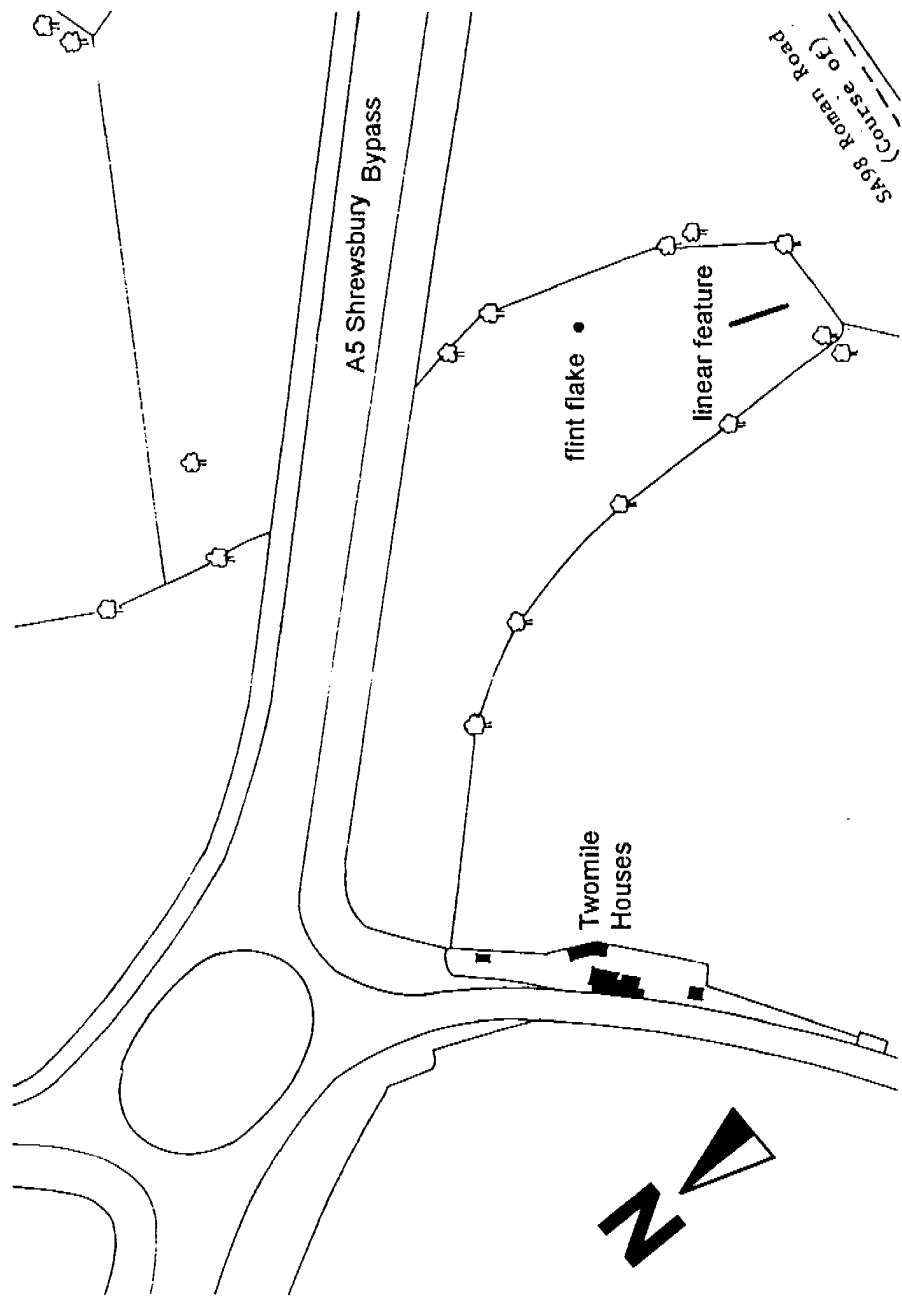


Fig. 3: Linear feature and findspot at Lower Edgebold Farm

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However, another feature, at SJ 6041 1012 may belong to the later prehistoric or Roman periods. This feature, severely truncated by ploughing and further damaged during the topsoil removal, consisted of a shallow sub-circular pit, 1.3m in diameter by 0.18m deep. The lower fill of the pit consisted of a very dark grey silty clay rich in charcoal. This fill was sealed by a grey sandy clay, containing some charcoal flecks. The natural boulder clay at the base of the pit had been discoloured grey. It is possible that this feature represented the remains of a hearth or oven, although there were no signs of any great degree of heat. There were no finds or waste material associated with this feature to suggest its function. [Archive code: A5/91/18]

Find-spot At SJ 56435 11640, Upton Forge Farm, Upton Magna, a single struck flint flake was recovered from the surface of the natural red sand following topsoil stripping of the road corridor. [Archive code: A5/90/13]



Fig. 4: Flint flake from Upton Forge farm

Find-spot At SJ 58355 11175, Wheathill Farm, Uppington, a single sherd of Romano-British coarseware pottery was recovered from the surface of the natural following topsoil stripping. [Archive code: A5/90/15]

SA4235 A geophysical survey was undertaken of a small sub-rectangular cropmark enclosure at Yell Bank, Montford Bridge, by M Roberts of Wolverhampton Polytechnic at the beginning of 1990 (Fig. 5). The site lay outside the line of the road corridor, but was sufficiently close as to merit careful observation. The geophysical survey revealed the enclosure to be of irregular curvilinear form. A number of internal features were also apparent, as were external features at the northeastern side of the enclosure. Several copper alloy metal detecting finds from the site were also recovered from this site, and were deposited with the County Museum Service. These finds included a Roman droplet-shaped bauble, the upper end of a Roman brooch, the head of a small statuette (also probably Roman in date), and a medieval badge of cross-crosslet shape. [Archive code: A5/90/SA4235]

SA2 The excavations and salvage recording on the Romano-British road-side settlement at Meole Brace are fully reported on in Ellis *et al.*, 1994.

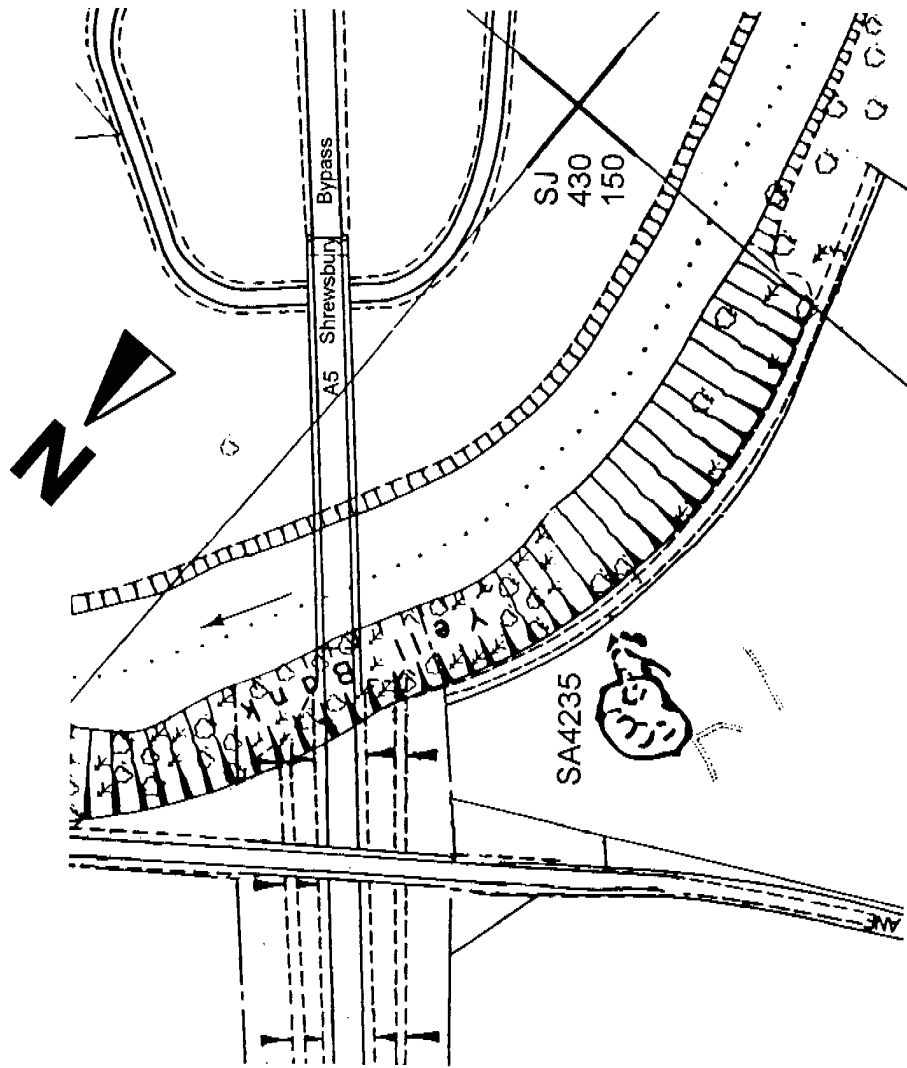


Fig. 5: Plot of enclosure and internal features of SA4235 from 1990
 Wolverhampton Polytechnic geophysical survey. Scale 1:2500

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However, a small flint implement, possibly a drill point, was found at SJ 4901 0970 on the surface of the subsoil following the removal of a contractor's temporary soil dump on the southern edge of the road corridor.

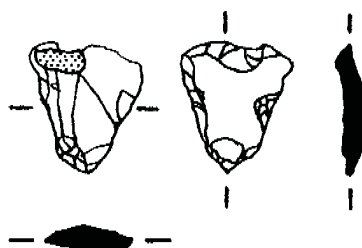


Fig. 6: Flint implement from SA2 Scale 1:1

SA124 On a terrace on the east bank of the River Severn south of the village of Uffington, is the cropmark site of a large Roman marching camp (SA124, SJ 525 125) with an annex on its east side. The Bypass cut a swathe 375m long by 25m wide across the camp. Road construction here did not reveal in plan any features associated with the marching camp. However, a computer aided plot (provided by M Roberts of Wolverhampton Polytechnic) of a CUCAP aerial photograph of the cropmark, enabled the positioning of a trench across the line of the northern defences of the camp at the point where the ditches of the marching camp and the annex diverged (SJ 5257 1316).

The results of the trial trenching are described elsewhere (Hannaford, in Ellis *et al.*, 1994). Briefly, two v-shaped ditches were revealed in almost exactly the locations predicted by the plot from the aerial photograph. These ditches also cut an earlier, curvilinear ditch, presumably of prehistoric date. Other evidence of prehistoric activity in the immediate vicinity was provided by the recovery of two small flint thumbnail scrapers from the surface of the topsoil at SJ 5262 1290 and SJ 5256 1316. [Archive code: A5/90/7]

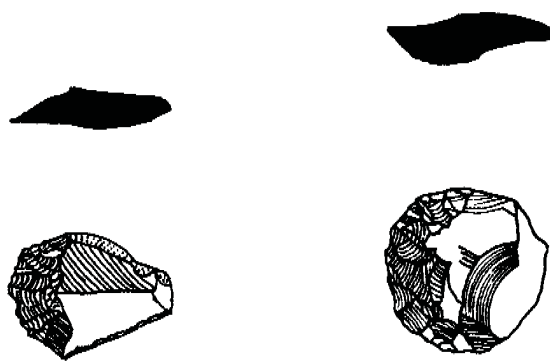


Fig. 7: Thumbnail scrapers from SA124

SA2354 Following the stripping of topsoil from the road carriageway, a possible cropmark enclosure, SA2354a at SJ 616 105, was revealed to be a peat-filled kettlehole of natural origin, backfilled with 19th-century rubble.

3. ROMAN ROADS

At least seven known or postulated Roman roads were crossed by the course of the new Bypass. In some cases the existence of these roads had been supported by previous archaeological investigation. In other cases, however, the evidence for the existence of these roads was somewhat circumstantial. The results of the trial trenching, salvage recording, and watching briefs on these sections of Roman road are reported elsewhere (Hannaford, in Ellis *et al.*, 1994).

- SA98** The line of the Wroxeter to Forden Gaer Roman road west of its crossing of the Rea Brook was sectioned at SJ 4619 1022, at Day House Farm. A 27m long trench was cut at right angles to the line of the Roman road; no road surfaces were encountered, although a linear depression, about 0.3m deep by about 6m wide and filled with pebbly red clay, cut the natural yellowish brown boulder clay. Following the subsequent removal of the topsoil from the Bypass road corridor, a 100m length of this feature was exposed; it was seen to follow the suggested line of the Roman road from the point of the earlier section eastwards to SJ 4630 1020. In places, patches of cobbling up to 1.5m wide were also apparent along the southern edge of this feature. This feature was identified as the remains of the Roman road, whose construction consisted of a 6m wide trench filled with a puddled clay formation and surfaced with cobbles and pebbles. [Archive code: A5/89/SA98 and A5/90/6]
- SA57** A northern alignment for the Wroxeter to Forden Gaer road was suggested by fieldwork undertaken in 1929 by the Roman Roads Committee of the Shropshire Archaeological Society (Forrest, 1938). The new bypass cut across the line of this route immediately to the north of Sutton Hall, Shrewsbury (SJ 5015 1008). A section was cut across the line of the postulated road at this point, but no sign of the road was found either during this trial trenching exercise nor during the subsequent watching brief on this section of the Bypass road corridor. [Archive code: A5/90/SA57]
- SA66** No sign of the crossing of the Tern at Duncote Farm by the Wroxeter to Chester Roman road (Watling Street North) was seen during the road construction. The likely southern approach of the Roman road to the river crossing lies to the south of the construction site, and the northern approach was almost certainly removed during alterations to the course river in the 1930s .
- New site** A postulated Roman road was suggested, running northeast from the rear of Sutton Hall for approximately 350m along the south side of a field and parish boundary along the top of the Sharpstones Hill ridge towards Weeping Cross (SJ 5043 0998 to SJ 5023 1016). The line of this postulated road was marked by a raised linear mound about 8m wide and about 0.25m high, having all the appearance of an agger. A 110m length of the course of this feature was exposed during the initial topsoil stripping. The "agger" was then seen to be no more than an outcrop of the bedrock, covered by a thin layer of dark, humic topsoil. A path 1m wide made up of pebbles and brick

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fragments and containing fragments of 19th century pottery meandered along the southern edge of this rock outcrop, set into the natural red boulder clay.

However, whilst this feature was shown not to be the agger of a Roman road, it is not at all improbable that the ridge was used as a trackway in antiquity. If so, it would have continued the trackway (SA1268) running between The Burgs hillfort, Bayston Hill and Sutton Hall, heading towards the ford across the River Severn at Robertsford (SJ 820 119). [Archive code: A5/90/9]

SA95 Another possible Roman road has been suggested, following the line of the Upton Magna/Atcham parish boundary between Frogmore at SJ 5537 1164 and SJ 5440 1130, 500m east of the Atcham/Uffington Road. This road, if continued west to the Severn and east to the Tern, would have linked the ford at Robertsford with the crossing of the River Tern at Duncote Farm by the Wroxeter-Whitchurch Roman road (SA66). However, yet again no trace of this road was seen where the Bypass crossed its line either in the vicinity of Preston Farm to the west or at Upton Forge Farm to the east.

SA99 At the eastern end of the Bypass, the new road cut the course of the London to Wroxeter Roman road (Watling Street) in two places, on either side of Overley Hill, at SJ 604 103 and SJ 618 106. This stretch of the Roman road had remained in use until the 1830s, when Thomas Telford diverted it around the north side of Overley Hill to reduce the gradient. The line of the road here is marked by soil marks and a dense scatter of pink rhyolite rock fragments in the ploughsoil, and in places by a low agger, a holloway, or terracing, and shows well on aerial photographs; a public footpath still follows the old road line for its entire length from Burcote to Bluebell.

This section of the road had been examined before, at SJ 615 106, near the remains of the former "Plume and Feathers Inn" (Meeson, 1968). Here, a slight agger was seen to be of probable post-medieval date, with the Roman road levels underneath.

It was decided that this section of the road should be further examined in at least one place prior to the construction of the Bypass. Availability of access dictated that this was undertaken on the east side of Overley Hill at Burcote Gate (SJ 6180 1057), where the north abutment of the bridge carrying the realigned Aston to Wrockwardine road would overlie the Roman road. A trench 20m long by 1m wide was marked out at right angles to the line of the Roman road and about 0.2m depth of topsoil was removed to reveal a succession of road formations and surfaces, dating from both Roman and post-medieval periods (Fig. 8).

The earliest evidence for the road here comprised a shallow hollow, 7m wide by 1m deep, cut into the natural orange brown sand and red boulder clay. This hollow was filled with red clay puddled with cobbles and pebbles (A). This closely resembled the construction of the Roman road between Wroxeter and Forden Gaer as seen at Day House Farm (SA98, above). This

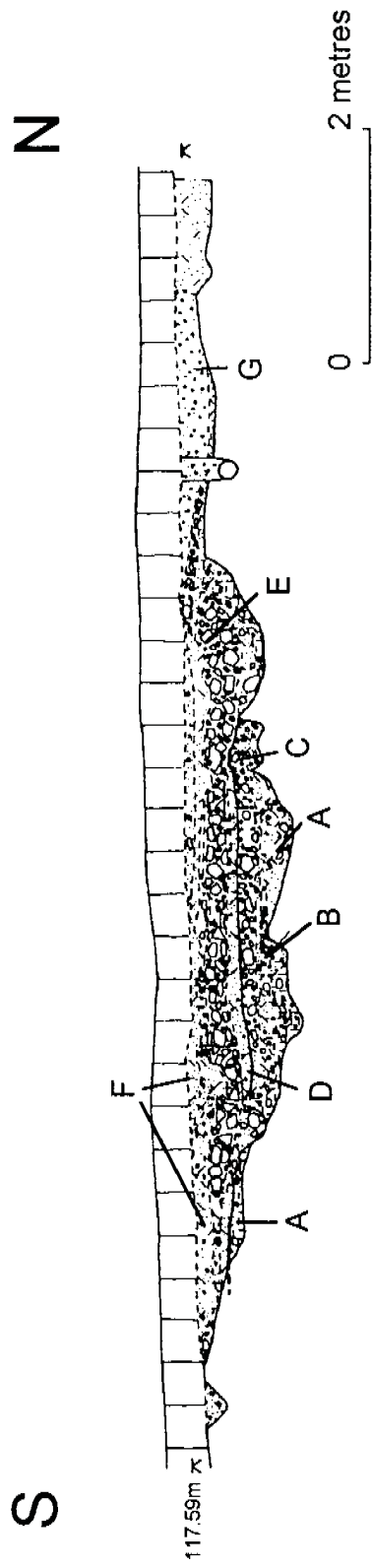


Fig. 8: Section across Watling Street at Burcote Gate

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formation deposit had been heavily worn and rutted, and there were no remains of the original road surface. A subsequent layer of pebbles and rounded gravel (B) was also rutted and worn. A coin (unfortunately unidentifiable) and a hipposandal were recovered from one of the ruts worn into this repair. A further repair consisting of a very hard, compacted layer 3m wide and up to 20cms deep of mainly rounded water-worn green rhyolite pebbles (C) probably also dated to the Roman period.

These early road layers were sealed by a layer of hard compact sandy silt 10cms thick (D). A major repair and re-surfacing, possibly associated with the turnpiking of the road, was evidenced by a very hard, compacted layer 30cms thick of quarried pink rhyolite (E). The uppermost road surface on the southern side of the road consisted of a very hard layer of grey gritty sand up to 15cms deep (F), forming a band 6m wide along the southern half of the road. This layer contained a few sherds of post-medieval pottery and clay tobacco pipe. Numerous shallow ruts were seen to cross this surface. The northern 2.5m of the road were covered by a compact layer of crushed pink rhyolite chippings (G). This layer was only very slightly rutted, and it is suggested that this final surface was laid only shortly before the abandonment of this section of the road in the 1830s. There was no camber to the final road surface, although it sloped down slightly from north to south. [Archive code: A5/90/SA99]

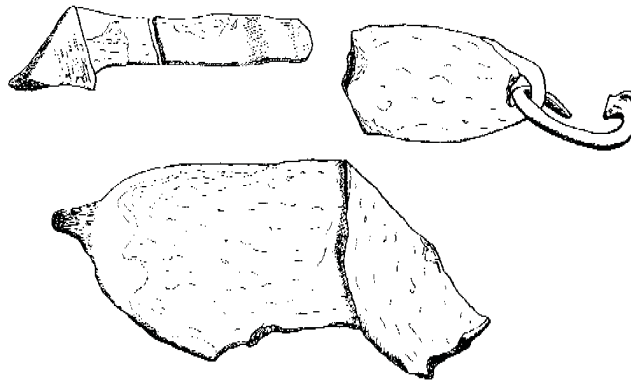


Fig. 9: Hipposandal found within Roman road layers at SA99 Burcote Gate. Scale 1:3

On the western slopes of Overley Hill, at SJ 604 103, a 250m length of Watling Street was exposed by topsoil stripping of the Bypass road corridor and an adjoining borrow pit. Only the post-medieval road layers were exposed here. These were again seen to consist of compacted pink rhyolite fragments, with, in places, a surface consisting of dark grey gritty sand on the south side and crushed pink rhyolite on the north side of the road.

Find-spot

However, whilst the subsoil was exposed in this area, a metal detectorist (operating without the permission of the landowner or the Bypass contractors) made a find of a dispersed hoard of fourteen Roman coins. The coins consisted of a Neronian aureus and thirteen silver denarii, ranging in date from a Republican coin of 54BC to a denarius of Domitian from 79AD

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(Stokes, 1990). The hoard was recovered from an area of about 4.25m by 0.6m, and at a depth of 0.2m below the exposed surface of the red boulder clay subsoil. The subsoil is here criss-crossed by numerous field drains of 19th century to modern date, and it is likely that this agricultural activity was responsible for the dispersal of the hoard. The hoard will be fully reported on by the British Museum in due course.

4. MEDIEVAL AND POST-MEDIEVAL SITES

Along the entire line of the Bypass route, the only features of possible medieval date seen within the road corridor and associated works consisted of a few remnants of ridge and furrow ploughing.

New site At Sundorne, SJ 523 152, a dozen sherds of medieval pottery were recovered during fieldwalking following the removal of topsoil from the site of a spoil dump. Some low earthworks in the surrounding fields may be the remains of ridge and furrow, with better preserved examples to be seen closer to Sundorne Castle. [Archive code: A5/91/17]

New sites Traces of ridge and furrow were seen along the hedgerows on the south edge of a spoil dump at Sutton Hall (SJ 510 100), in the subsoil at the borrow-pit site at Overley Hill (SJ 604 101) [archive code: A5/91/18] and at a spoil dump at Pulley Common (SJ 474 095) [archive code: A5/90/12].

SA2967 At Emstrey, on the eastern edge of Shrewsbury, the site of a quarry, producing red sandstone and thought to be of post-medieval date, was also cut by the line of the Bypass at SJ 5212 1087. A small unstratified collection of clay pipe fragments (Fig. 10) and fragments of 17th and early 18th century slipware pottery was recovered from the site. [Archive code: A5/90/SA2967]

SA4320 & SA4321 The post-medieval industrial site of Duncote Mill and Forge (SA4320 and SA4321) lies on the floodplain on the eastern bank of the River Tern at SJ 5715 1147, about 50m to the west of the present Duncote Farm buildings. The site is 1km upstream from the early iron working complex at Upton Forge. The site of a former farm, Upper Rea Farm, also lay in the vicinity of the road corridor on the west bank of the Tern.

The site was evaluated by the Ironbridge Institute in 1989 (Clark *et al.*, 1989), and was included in the main excavation programme funded by English Heritage. These excavations, and the subsequent watching brief, demonstrated that if any structures associated with either the industrial complex or Upper Rea Farm survive, they lie beyond the southern edge of the Bypass road corridor (Clark, 1990,).

During the road construction, the cutting of a 2m deep section on the southern edge of the road carriageway on the east bank of the River Tern revealed the former river channel, and exposed a substantial peat deposit. This deposit was sampled, and an examination of the samples taken has indicated a date in the Atlantic period, c. 5000 bc, for its formation (Appendix 2).

Further evidence for post-medieval iron working in the vicinity was also revealed in the form of deposits of slag over the peat. [Archive code: A5/90/5]

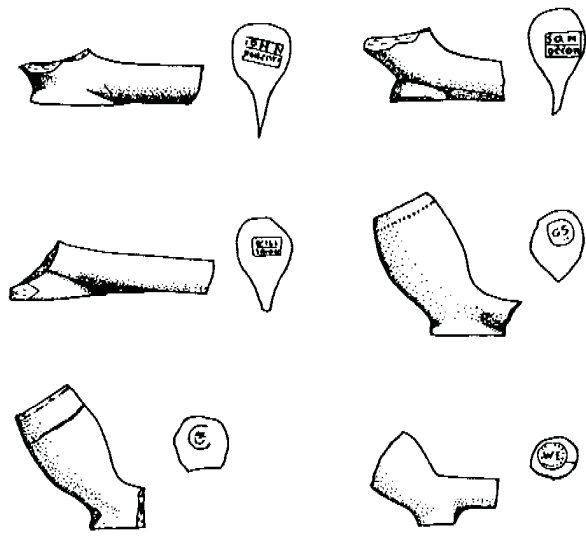


Fig. 10: Clay tobacco pipes from Emstrey Quarry, SA2967, scale 1:2

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New site Mining on Pulley Common, Bayston Hill: Pulley Common is situated on a hillside on the south side of the Rea Valley, 3km southwest from the centre of Shrewsbury. Prior to construction work on the Bypass, a number of circular depressions and patches of grey clay at SJ 471 095 marked the site of possible mining activity on the Common, but these lay well to the south of the Bypass road corridor. However, a contractors' topsoil dump was then sited in the area at SJ 474 095; the preparation of this dump entailed the removal of topsoil over an area of about 5.5ha.

This work, as well as revealing traces of ridge and furrow ploughing (see above), further exposed some of the patches of grey clay. Into one of these were set three horseshoe shaped brick structures, each about 2m in diameter, whose open ends pointed from north to northeast (Figs. 11 & 12). These structures were filled with brick rubble, and on excavation proved to be flues or ashpits. No trace of any superstructure remained, but about 15m to the west, an area of about 30m² of compact cinders and slag overlay the fragmentary and heavily burnt remains of a red sandstone working floor. Again, no trace of any structure associated with this floor remained.

Documentary evidence in the form of a lease of 1766 (Local Studies Doc. no. 02877) confirms the presence of coal mining and lime works on Pulley Common in the second half of the 18th century, and it is likely that these flues and working floor belonged to a kiln or workshop associated with these activities. [Archive code: A5/90/12]

New site At Ford Hill, Preston Farm, Upton Magna, a number of circular patches of brick rubble and coal, visible in the ploughsoil, were remarked upon some 100m to the north of the Iron Age enclosure SA20 during the evaluation exercise in 1988. During the road construction work, a probable mine shaft was located at a depth of about 6m in the bottom of the road cutting at SJ 5229 1158. Five vertically placed timbers were still present around the edge of the shaft, which was infilled with brown clay and pebbles. One of the road engineers reported that a seam of coal had been briefly exposed in the side of the river terrace in Quarry Wood, 350m to the south, and it is possible that this pit or shaft was a remnant of coal mining operations, (presumably in the post-medieval period). In March 1573, one John Gardiner, a Frankwell dyer and entrepreneur, unearthed a coal seam near Emstrey, presumably a continuation of this seam on the opposite side of the River Severn (Champion, 1994, p37-8). [Archive code: A5/91/19]

SA3410 The Shrewsbury Branch of the Shropshire Union Canal (SA3410) has been abandoned since 1947, and a number of sections had already been infilled or piped prior to the new roadworks. The canal was cut in three places by the line of the new Bypass; at SJ 530 122, Preston Farm and at SJ 517 118, Upton Forge, Upton Magna, the old canal was simply filled with hardcore. At SJ 523 144, Pimley Manor, Shrewsbury, the roadworks involved the partial demolition and burying of a brick aqueduct which formerly carried the canal over a stream. [Archive code: A5/90/SA3410]

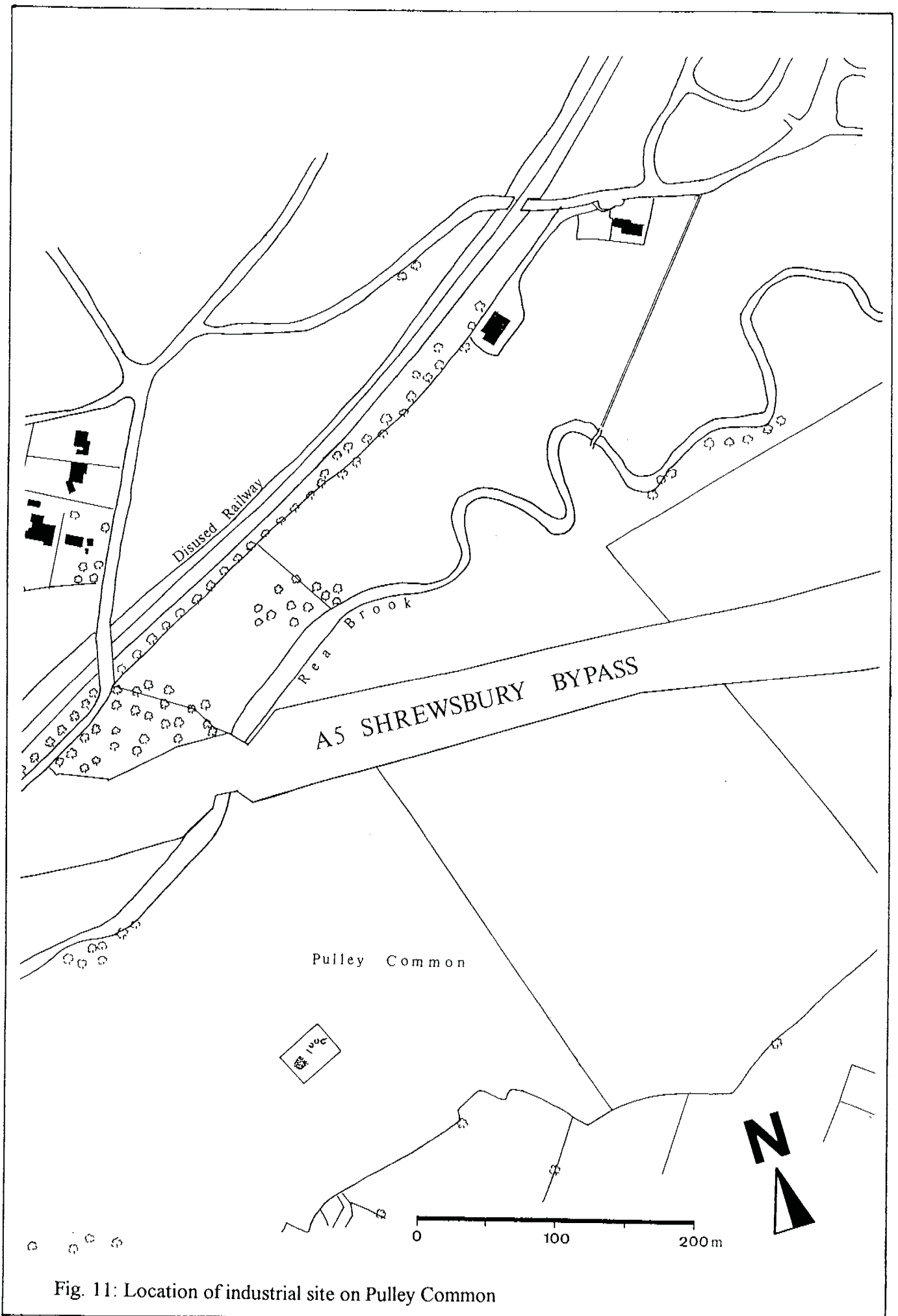


Fig. 11: Location of industrial site on Pulley Common

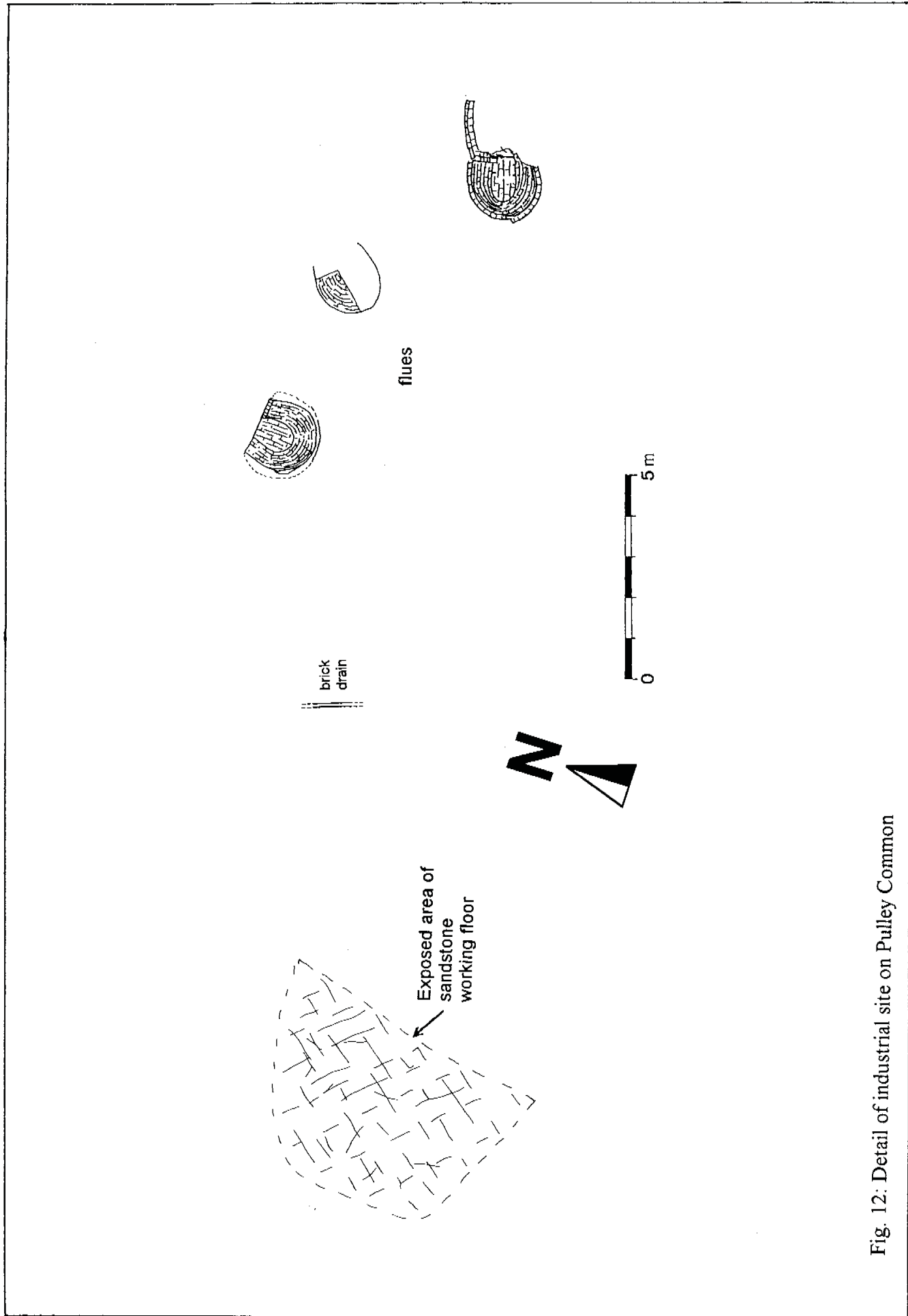


Fig. 12: Detail of industrial site on Pulley Common

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New site At SJ 4987 1000, 340m west of Sutton Hall, Shrewsbury, an area of burning and brick rubble, revealed after topsoil stripping of the road carriageway, proved on cleaning to be the remains of two small brick buildings. Associated pottery suggested occupation in the late 19th century. No trace of any structure here is shown on the 1927 edition of the O. S. 1:2500 (Ordnance Survey, 1:2500 Sheet XXXIV.15, 1927 ed), but the cottage 125m northwest of the site, now known as "The Hawthorns" was then known as "Coalpit Cottages" and an old shaft is marked a further 200m to the northwest at SJ 4963 1030. There is the possibility that the structures revealed during the roadworks may belong to mining activities of 19th century date. [Archive code: A5/90/11]

5. REFERENCES AND SOURCES CONSULTED

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The site archive, together with the finds, from the salvage recording exercise has been deposited with the County Museums Service.

APPENDIX 1

Gazeteer of excavation, salvage recording and watching brief sites

SMR No:	NGR	Description
SA2	SJ489097	Roman road and Romano-British roadside settlement. Excavated 1989/90 [Ellis et al, 1994]. Salvage recording archive code A5/90/8.
SA19	SJ527118	Field system. Findspot - flint flake at SJ52431176 [Ellis et al, 1994].
SA20	SJ523114	Cropmark enclosure. Iron Age. Excavated 1989 [Ellis et al, 1994]
SA23	SJ535121	Ring ditch and field system [Ellis et al, 1994].
SA46	SJ578113	Cropmark enclosure and field system of Romano-british date. Excavated 1990 [Ellis et al, 1994]. Salvage recording archive code A5/90/3
SA57	SJ501100	Roman road (postulated). Excavated 1990. Watching brief 1990/91. [Ellis et al, 1994]
SA66	SJ571115	Roman road and river crossing. Excavations 1990 (Clark, 1990). Watching brief 1990/91, archive code A5/90/5. [Ellis et al, 1994]
SA98	SJ462102	Roman road. Excavation 1989 and salvage recording 1990/91 at Day House Farm, Nobold. Archive code A5/89/SA98 and A5/90/6. [Ellis et al, 1994]
SA99	SJ603103/ SJ617105	Roman road. Excavated 1990 at Burcote Gate, Archive code A5/90/SA99. watching brief at Overley Hill, archive code A5/90/18. [Ellis et al, 1994]
SA124	SJ524127	Roman Marching Camp. Prehistoric linear feature. Excavated 1990, archive code A5/90/7 [Ellis et al, 1994].
SA2354a	SJ616105	Cropmark enclosure - not an antiquity, a natural peat deposit infilled with 19th-century rubble.
SA2967	SJ520109	Quarry, post-medieval. Finds of pottery and clay tobacco pipe during watching brief 1990, archive code A5/90/SA2967 .

SA3410	SJ557117/ SJ530122/ SJ522144	Canal. Shrewsbury branch of Shropshire Union Canal.
SA4235	SJ428151	Cropmark enclosure. Geophysical survey, 1990 (M Roberts). Metal detector finds of Roman and Medieval Cu alloy objects. Archive code A5/90/16 and A5/90/SA4235
SA4237	SJ436144	Cropmark enclosure. Excavated 1990 [Ellis et al, 1994].
SA4320 SA4321	SJ568114	Industrial site - post medieval mill and ironworking. Excavation 1990 (Clark 1990). Watching brief and salvage recording 1990, archive code A5/90/5.
NEW	SJ53871213	Field systems, unknown date ?Prehistoric and post-medieval. Probably part of SA23. Archive code A5/90/1
NEW	SJ45991035	Linear feature. Findspot - flint flakes. Archive code A5/90/14.
NEW	SJ604102	Hearth, undated. Traces of ridge and furrow; salvage recording 1991. Archive code A5/91/18.
NEW	SJ60011037	Feature seen in section, probably shallow hollow, alongside present A5 trunk road dating from 1830. Probably associated with earthworks in field immediately to north of existing road. Archive code: A5/90/10.
NEW	SJ506101	Linear earthwork, suggested as agger of Roman road. Earthwork is natural feature (outcrop of bedrock). 19th century trackway follows east side of ridge. Earlier use of ridge as trackway possible. Archive code A5/90/9.
NEW	SJ523151	Traces of ridge and furrow. Findspot - pottery, medieval. Archive code A5/91/17
NEW	SJ510100	Traces of ridge and furrow were seen along the hedgerows on the south edge of a spoil dump at Sutton Hall.
NEW	SJ52291158	Mine shaft at Ford Hill, Preston Farm, Upton Magna. Probably post-medieval.
NEW	SJ47320957	Industrial site, post medieval. Salvage recording 1990 of kiln flues and working floor, archive code A5/90/12. Bell pits (coal mining); traces of ridge and furrow.

NEW	SJ49871000	Buildings, post-medieval. Archive code A5/90/11.
NEW	SJ5643511640	Findspot - flint flake, archive code A5/90/13.
NEW	SJ58351117	Findspot - pottery, Roman, and ploughshare, modern (19th c). Archive code A5/90/15
NEW	SJ604103	Findspot - Coin hoard, Roman. Metal detector find.

APPENDIX 2

BOTANICAL WORK ON SAMPLES FROM DUNCOTE FARM, WALCOT, SHROPSHIRE

by James Greig

Some samples of peat layers were recovered from salvage excavations at this site; no site visit was possible in the short time the section was available there.

One of these (from context 1050 Sample 10004) was examined; there appeared to be no macrofossils such as seeds present. Pollen analysis and a quick count, showed:

The pollen spectrum is mainly of trees (oak 32%, lime 18% elm 5%) with pine and birch. Alder and hazel (57%) not included in percentages, very high alder (23%). Very small amount of herb pollen (grasses 6%), and little from wetland plants.

This seems to represent alder carr on wet land beside the river, and mixedlime forest on higher, drier, land in the surrounding countryside. The time represented would be the Atlantic period, up to about 5000 years ago. There is no sign of any disturbance of this forest or other human activity.

The sign of lime forest is interesting as it adds to the very sketchy outline of vegetational history in Shropshire. Valley peats such as this are valuable sources of such information and well worth studying. One cannot tell much more from a single sample such as this. Further sampling of the section with a series of aluminium sample boxes was planned, but the site was quickly buried in the road building works.

Another series of samples was collected from a similar section, and the insect faunas are being studied by Peter Osborne in the Geology Department, who reports an interesting fauna, while Andrew Moss in the Geography Department has been studying the pollen. One of these samples (16) has been examined here, but it does not seem to contain any plant macrofossils, although Peter Osborne has noticed some in various other samples. It looks as if further results from this site will depend upon Messrs Osborne & Moss.

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