

COLDWELL STREET, WIRKSWORTH, DERBYSHIRE

A Report on an Archaeological Watching Brief

2011.

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Project Code: CWI



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SUMMARY

- Trent & Peak Archaeology was contracted by T. Greatorex and Sons to conduct an archaeological watching brief on the intrusive ground works associated with the construction of a new funeral parlour located at SK28915 53939, just off Coldwell Street, Wirksworth, Derbyshire, at a height of c.144mOD.
- The proposed development site was adjudged to have the potential to contain buried archaeological remains. It lies on the periphery of the historic (medieval) core of Wirksworth, just outside the historic boundary of Wirksworth Hall gardens. Evidence of early medieval activity is attested around St Mary's Church located c.90m west of the proposed development, and a Northumbrian sceatta dating to the mid-8th century was recovered in the 1980's during excavations to the rear of Church Lane.
- The site had been an integral part of the HGV park and garage up until the mid to latter part of the 20th century when fuel pumps had been installed. These went out of use in the early part of the first decade of the 21st century.
- In 2010, prior to the main ground works, three geo-technical pits were excavated across the site, using a JCB with backactor. These were subject to continuous archaeological monitoring revealing a variable thickness of made ground overlying probable natural deposits. No finds, features or layers of archaeological or palaeo-environmental significance were observed.
- Despite continual monitoring of the main intrusive ground works, which resulted in the lowering of the ground surface by up to 1.2m across the site, no significant archaeological finds, features or deposits were observed.
- Discoveries were limited to a small area of stone flagging (Area 04), a rubble filled depression (Area 04), and an apparent cut in the natural within the northwest corner of the site (Area 06), filled with a humic topsoil like material. None can be precisely dated although all are likely to be of post-medieval – modern origin. A single pot sherd of medieval date was recovered from spoil derived from layer 0014.
- A consistent stratigraphic sequence was recorded across the site. Below the hard standing and concrete base of the former petrol filling station a layer of possible made ground, 0014 overlay a layer of fragmented limestone in a sandy silt matrix, 0015. In areas 04, 05 and 06 this layer continued to formation level. Layer 0014, first identified in the trial pits, and seen in more detail during the watching brief was tentatively interpreted as made ground because it contained brick rubble. However, it is possible that the rubble inclusions originate from debris compressed into the stripped surface of 0014, when the site was part of the HGV park and filling station.
- Layers associated with the petrol filling station lie directly above overburden and natural deposits and the associated clearance and insertion of services are likely to have resulted in the disturbance/removal of any archaeological features.

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1. INTRODUCTION

1.1 Trent & Peak Archaeology was contracted by T. Greatorex and Sons to conduct an archaeological watching brief on the intrusive ground works associated with the construction of a new funeral parlour located at SK28915 53939, just off Coldwell Street, Wirksworth, Derbyshire, at a height of c.144mOD.

1.2 The watching brief was carried out in accordance with a planning condition imposed by Derbyshire County Council (planning application 10/0012/FUL) reflecting the proximity of the site to the historic core of Wirksworth.

2. BACKGROUND

2.1 The proposed development site was adjudged to have the potential to contain buried archaeological remains (Baker 2008). It lies on the periphery of the historic (medieval) core of Wirksworth, just outside the historic boundary of Wirksworth Hall gardens. Evidence of early medieval activity is attested around St Mary's Church, located c.90m west of the proposed development, and a Northumbrian sceatta dating to the mid-8th century was recovered in the 1980's during excavations to the rear of Church Lane (DHER 28349).

2.2 During the mid 20th century the site had accommodated a petrol station and associated hard standing (a tarmac surface). The petrol station ceased to trade in the early 21st century and, until the present development, the site had been unused.

3. GEOLOGY

3.1 **Superficial:** Till, Mid Pleistocene Diamicton.

Bedrock: Bowland Shale Formation, Mudstone and Sandstone.

4. METHODOLOGY

4.1 Wherever possible deposits were removed by a tracked mini-digger using a bladed trenching bucket under archaeological supervision. However, on a number of occasions the intractable and compacted nature of the existing surfaces and overburden dictated the use of a toothed bucket to facilitate removal.

4.2 All exposed sections of the excavation were recorded by drawing and photograph, digital and 35mm black and white.

4.3 All recording was undertaken in accordance with the TPA manual, the approved Written Scheme of Investigation (T&PA 2010) and the standards and guidance issued by the Institute for Archaeologists.

5. RESULTS

Geo-technical pits- August 2010

5.1 Prior to the main groundworks, in 2010 three geo-technical pits (Areas 01, 02 and 03) were excavated across the site, using a JCB with backactor (Figure 2). These were subject to continuous archaeological monitoring and are reported below.

Area 01 (0.7m x 2.3m).

5.2 The northern-most trench in a line of three, aligned north-northeast by south-southwest, was excavated to a depth of 2.2m. The modern tarmac surface was removed and below this the observed

layers extending to the limits of excavation were recorded (Plate 2). The recorded stratigraphic sequence comprised:

<i>Context</i>	<i>Thickness</i>	<i>Description</i>
0001	30mm	modern tarmac
0002	300mm	type one graded aggregate with broken tarmac
0003	390mm	grey/brown silty clay with brick and stone inclusions
0004	1550mm+	dark brown/black friable silty clay.

Area 02 (0.7m x 2.1m)

5.3 The middle trench in a line of three, aligned north-northeast by south-south-west was excavated. Following the removal of the tarmac surface, the trial trench was machine excavated to a depth of 1.9m (Plate 3). The recorded sequence was as follows:

<i>Context</i>	<i>Thickness</i>	<i>Description</i>
0001	30mm	modern tarmac
0005	280mm	type one graded aggregate with broken tarmac.
0006	300mm	grey/brown silty clay with brick and stone inclusions
0007	700mm	yellow silty clay matrix with > 80% limestone fragments
0008	700mm+	mid-grey/brown silty clay.

Area 03 (0.7m x 2.3m)

5.4 Trench 03, the most southerly of the trenches, aligned north-east by south-west, was excavated to a depth of 2.3m (Plate 4). Following removal of the tarmac surface, the trial trench was machine excavated to a depth of 2.3m. The recorded sequence was as follows:

<i>Context</i>	<i>Thickness</i>	<i>Description</i>
0001	30mm	modern tarmac
0009	200mm	white graded aggregate and broken tarmac.
0010	600mm	grey/brown silty clay with brick and stone inclusions
0011	1300mm	yellow silty clay matrix with >80% angular limestone fragments.
0012	300mm+	mid to dark grey/green silty clay.

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5.5 In the course of the watching brief the site was divided into four further areas, 04, 05, 06 and 07 (Figure 2).

Area 04 – Footprint of main building.

5.6 Positioned at the south-west end of the site, the whole of Area 04 was reduced by 1.20m using a tracked mini-digger. A section through the overburden at the south-west limit of the excavation was hand cleaned and recorded by photography and by scale drawing (Figure 6). This revealed a relatively simple stratigraphic sequence; below top soil (0013) a layer of possible made ground (0014) directly overlay natural deposits of clay (0015). At the eastern edge of the site no topsoil survived in section and layer 0014 was overlain by a graded aggregate topped by a tarmac surface (Figure 7). The following deposits were recorded:

<i>Context</i>	<i>Thickness</i>	<i>Description</i>
0001	100mm	modern tarmac surface (Fig.7)
0009	300mm	white type 1 graded aggregate (Fig.7)
0013	300mm average	topsoil - mid grey/brown silty loam (Fig.6)
0014	500mm	made ground/disturbed subsoil - grey/brown silty clay with brick & stone inclusions (Fig.6-7)
0015	400mm observed	yellow silty clay matrix > 80% limestone fragments (Fig.6-7)
0016	600mm	shallow hollow in surface of 0014 filled with stone blocks (Fig.6)

Stone Dump (0016) and Flagged Surface (0017)

5.7 At the north-western end of the section a dump of large unworked angular stone blocks appeared to fill a shallow depression (0016), cut into the natural formation (Plate 8). On the surface of the topsoil layer (0013), immediately to the north west of 0016, the remains of a stone flagged surface were recorded, 0017 (Plate 5), which abutted the boundary wall. This was not disturbed during the ground works of the subsequent building.

5.8 Layer 0014, comprising either a disturbed subsoil or made ground, extended across the site, occurring in sections recorded at the eastern limit of the site (Figure 7) and at the boundary of Areas 04 and 05 (Figure 9). The layer of topsoil (0013) recorded in section at the south-west edge of the site (Figure 6), did not extend in to Area 04 and is believed to be the vestigial remains of an earth bank that supported a line of small shrubs that marked an earlier boundary between the petrol filling station and the adjacent HGV park and garage. This had been removed as part of the vegetation clearance before the commencement of the watching brief. Its recent origin is supported by the ariel photographs one of which show an HGV vehicle parked where the bank would have been (Plate 6).

5.9 Sections recorded at the eastern limit of the site (Figure 7) and at the boundary of Areas 04 and 05 (Figure 9) indicate that the layer of potential made ground (0014) extended across the site.

5.10 Four service trenches were cut into the base of the excavated area, 300mm wide to a depth of only 100mm. These did not penetrate below the base of the natural clay layer (0015) (Plate 9).

5.11 During a visit by a member of the public a single sherd of pottery was recovered from spoil, possibly derived from layer 0014, and has been identified by Rachel Atherton of Derby Museum as medieval (Anton Shone pers comm.). No other datable finds were recovered from Area 04.

Area 05 - Site of car park.

5.12 The ground level was reduced by 500mm at the southern end of Area 05 rising to 300mm at the north end, in order to create a level surface for the car park.

5.13 The intrusive ground work removed the modern tarmac surface (0001) and underlying aggregate (0009) and the layer beneath it (0014), and cut into, but did not penetrate below, the natural layer 0015 (Figures 7 and 9).

5.14 There were no finds uncovered as a result of the machining and no archaeological features revealed.

<i>Context</i>	<i>Thickness</i>	<i>Description</i>
0001	100mm	modern tarmac surface
0009	300mm	white type 1 graded aggregate
0014	350mm	grey/brown silty clay with brick and stone inclusions.
0015	500mm observed	yellow silty clay matrix with >80% angular limestone fragments

Area 06 - Service trench

5.15 A trench for services was excavated along the north-west edge of the site (Figure 2).

Service Trenches

5.16 The recorded section revealed significant disturbance due to recent activity associated with the filling station (Figure 8). This included a number of earlier service trenches (0019, 0020, 0021, 0023 and 0024) running from the north-west into the site from the adjacent property. These contained either electric cables or pipes to carry fuel from the storage tanks to the pumps (Plates 10, 11, 12).

Depression 0029

5.17 The northern third of the recorded section contained evidence of a significant cut (0029) in the natural (Figure 8) running south of the Coldwell Street frontage (Figure 8). The cut was only partially revealed but appeared consistent with a large depression, at least 4.5m wide and 0.75m deep. It was filled with a homogenous deposit of dark grey-brown silty loam with occasional brick fragments (0026) suggestive of a re-deposited topsoil like material. The brick fragments are consistent with a

post-medieval to modern origin, although the feature pre-dates both the service trenches 0024 and 0023, and a wall (0025) and associated foundation cut (0033).

<i>Context</i>	<i>Thickness</i>	<i>Description</i>
0001	300mm	modern tarmac surface
0014	200mm	grey/brown silty clay with brick and stone inclusions
0015	500mm+	natural - yellow silty clay matrix with >80% angular limestone inclusions
0018	10mm	concrete support for kerb delineating property boundary
0019	500mm	dark grey silty loam, fill of service trench
0020	300mm	yellow sand, fill of service trench
0021	700mm	rubble backfill of service trench
0022	500mm	white type one aggregate with sand and rubble
0023	700mm	rubble backfill of service trench
0024	400mm	vent pipe encased in concrete
0025	700mm	property boundary wall made of limestone blocks
0026	700mm	dark grey/brown silty loam infilling apparent cut in the natural
0028	250mm observed	rubble with elements of 0014 and 0015, back fill of wall foundation trench.
0029		cut of hollow
0030		cut of service trench
0031		cut of service trench
0032		cut of service trench
0033		cut of wall foundation

Area 07 - Reception area and entrance.

5.18 The intrusive ground work removed the topsoil (0001) but did not penetrate below the base of the layer of hardcore (0009/0022) underlying the tarmac surface (Plate 13).

5.19 Within the hardcore a deposit of large stone building blocks (0029) was uncovered. These had come from the original boundary wall running between the property and Coldwell Street and were deposited on the site when the wall was pierced to create a separate entrance to the petrol filling station (Plate 6). The capstones shared the same dimensions, 300mm x 200mm as those in the surviving stretch of the wall (Plates 14 and 15). They were probably deposited during ground levelling prior to laying the tarmac surface.

6. CONCLUSIONS

6.1 The site had been an integral part of the HGV park and garage up until the mid to latter part of the 20th century when fuel pumps had been installed. These went out of use in the early part of the first decade of the 21st century.

6.2 The geo-technical trial pits produced no evidence of significant archaeological deposits.

6.3 Despite continual monitoring of the main intrusive ground works, which resulted in the lowering of the ground surface by up to 1.2m across the site, no significant archaeological finds, features or deposits were observed.

6.4 Discoveries were limited to a small area of stone flagging (Area 04), a rubble filled depression (Area 04), and an apparent cut in the natural within the north-west corner of the site (Area 06), infilled with a humic topsoil like material. None can be precisely dated although all are likely to be of post-medieval – modern origin. A single pot sherd of medieval date was recovered from spoil derived from layer 0014.

6.5 A consistent stratigraphic sequence was recorded across the site. Below the hard standing and concrete base of the former petrol filling station a layer of possible made ground, 0014 overlay a natural layer of fragmented limestone in a silty clay matrix (0015). In areas 04, 05 and 06 this layer

continued to formation level. Layer 0014, first identified in the trial pits, and seen in more detail during the watching brief was tentatively interpreted as made ground because it contained brick rubble. However, it is possible that the rubble inclusions originate from debris compressed into the stripped surface of 0014, when the site was part of the HGV park and filling station.

6.6 Throughout the watching brief a variation in colouring of the type one graded aggregate, and in some cases layers beneath was noted. This was probably due to fuel and oil seepage which has percolated through the various strata during the time the site was part of the HGV park and filling station.

6.7 Layers associated with the petrol filling station lie directly above overburden and natural deposits and the associated clearance and insertion of services are likely to have resulted in the disturbance/removal of any archaeological features.

REFERENCES

Baker, S. 2008 *Archaeological Consultation (08/00776/FUL): Land off Coldwell Street, Wirksworth, Derbyshire Erection of office building* (letter dated 15-12-08 from S.Baker (development control archaeologist) to P.L Wilson (planning services manager), Derbyshire Dales District Council).

Appendix 1. Summary context list.

Context	Area	Thickness	Description
0001	All	30mm	Modern tarmac
0002	01	300mm	White type one graded aggregate stained in places by tar seeping down from 0001
0003	01	390mm	Grey/brown silty clay with brick and stone inclusions, same as 0014
0004	01	1550mm, observed	Yellow silty clay with >80% limestone inclusions, same as 0015
0005	02	280mm	Same as 0002
0006	02	300mm	Same as 0003
0007	02	700mm	Yellow silty clay matrix with >80% limestone inclusions, same as 0015
0008	02	700mm, observed	Mid grey/brown silty clay.
0009	03	200mm	White type one graded aggregate stained in places by tar seeping down from 0001, same as 0002
0010	03	600mm	Grey/brown silty clay with brick and stone inclusions, same as 0014
0011	03	1300mm	Yellow silty clay with >80% limestone inclusions, same as 0015
0012	03	300mm, observed	Mid to dark grey silty clay.
0013	04	300mm, average	Mid grey/brown silty loam. Vestigial remains of an earth bank covered in vegetation which had been removed prior to the watching brief.
0014	04, 05, 06	550mm, average	Grey/brown silty clay with brick and stone inclusions. Probably a sub soil that has been affected by demolition and re surfacing of the site
0015	04, 05, 06	500mm observed	Yellow silty clay with >80% angular limestone inclusions. Natural.
0016	04	550mm	Depression in ground filled with large unworked stone blocks. Probably levelling of the ground surface
0017	04	10mm	Flagstones, no dating evidence and no indication of original extent.
0018	06	10mm	Remains of a concrete kerb defining the modern boundary between the site and property immediately to its north west.
0019	06	500mm	Dark grey silty loam. Upper fill of modern cable trench.
0020	06	300mm observed	Yellow sand. Lower fill of modern cable trench.
0021	06	800mm	Rubble fill of trench for vent pipes.
0022	All	700mm max, 200mm min	White graded aggregate mixed with sand and rubble. Part of the hard core base for 0001. Same as 0009.
0023	06	600mm observed	Rubble fill of trench for vent pipes.
0024	06	400mm	Concrete casing for vent pipe.
0025	06	700mm	Property boundary wall. Built of mortared limestone blocks. No dating evidence but probably modern.
0026	06	400mm observed	Dark grey/brown silty loam. Possible buried garden soil. Undated.
0027	06		Same as 0015
0028	06	300mm	Fill of foundation trench for 0025, rubble and elements of 0014 and 0015.
0029	06		Cut of hollow/depression
0030	06		Cut of service trench
0031	06		Cut of service trench

0032	06		Cut of service trench
0033	06		Wall foundation trench
0034	04		Cut of hollow/depression

APPENDIX 2 Index of Archive and Arrangements for Deposition

<i>Field Records</i>	<i>Description</i>	<i>Number</i>
Watching brief record sheets	Record of visit and work carried out	7
Drawing record sheets	List of drawings made on site	1
Photographic record sheets	List of photographs taken on site	1
Context records sheets	Record of contexts recorded on site	28
Site drawings on perma traces sheets	Site plan @1:200	1
	Section drawings @1:20 on A3 permatrace	7
	@1:20 on A4 permatrace	2
Photographs:- Digital B&W (with negatives)	All views	58
	Recorded sections	20
Finds	None*	0
<i>Documents</i>	<i>Description</i>	<i>Number</i>
Written scheme of investigation	Statement of the aims, objectives and methodology for the project.	1
Report to client	Report of findings of the watching brief.	1

*A single pot sherd identified as being of possible medieval date remains in the possession of the finder having been recovered by a member of the public (Anton Shone).

Archive Deposition.

The archive is currently held in the offices of Trent & Peak Archaeology, Lenton House, University of Nottingham. It will be deposited at the Derby Museum and Art Gallery, TPA project code CWI, accession number DERSB 2010-33. The archive will be deposited by the end of December 2011.

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OASIS ID: trentpea1-112966

Project details

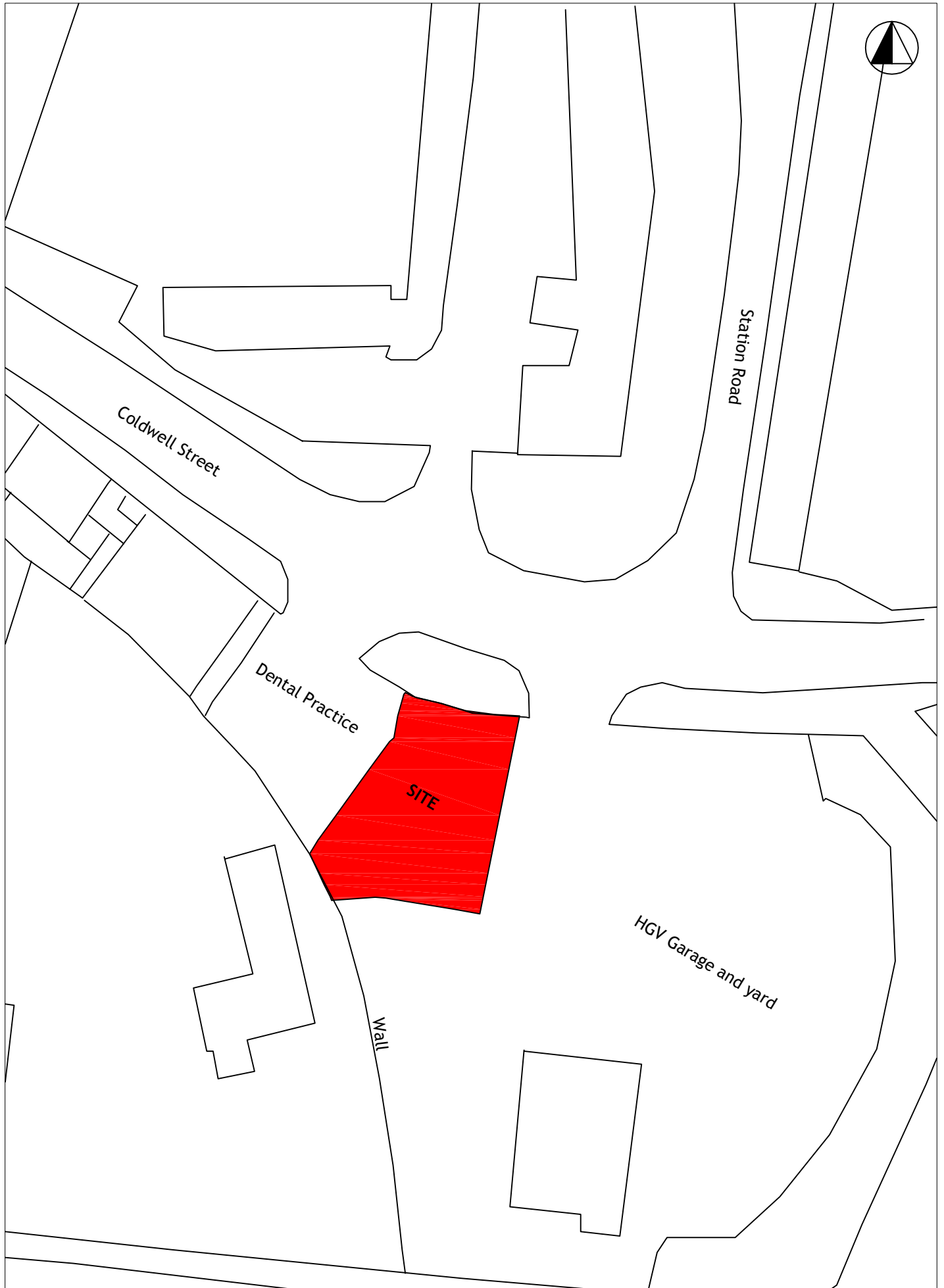
Project name	Coldwell Street Wirksworth
Short description of the project	Watching brief conducted during the groundworks for the construction of a new funeral parlour. Prior to development the site had been a petrol filling station and part of an HGV park.
Project dates	Start: 12-08-2010 End: 28-06-2011
Previous/future work	No / No
Any associated project reference codes	CWI - Contracting Unit No.
Type of project	Field evaluation
Site status	None
Current Land use	Other 13 - Waste ground
Methods & techniques	'Targeted Trenches','Test Pits'
Development type	Urban commercial (e.g. offices, shops, banks, etc.)
Prompt	Planning condition
Position in the planning process	After full determination (eg. As a condition)

Project location

Country	England
Site location	DERBYSHIRE DERBYSHIRE DALES WIRKSWORTH Land off Coldwell Street Wirksworth
Site coordinates	SK 28915 53939 53.0815907155 -1.568285678390 53 04 53 N 001 34 05 W Point
Entered by	Howard Jones (hjones@yorkat.co.uk)
Entered on	1 November 2011

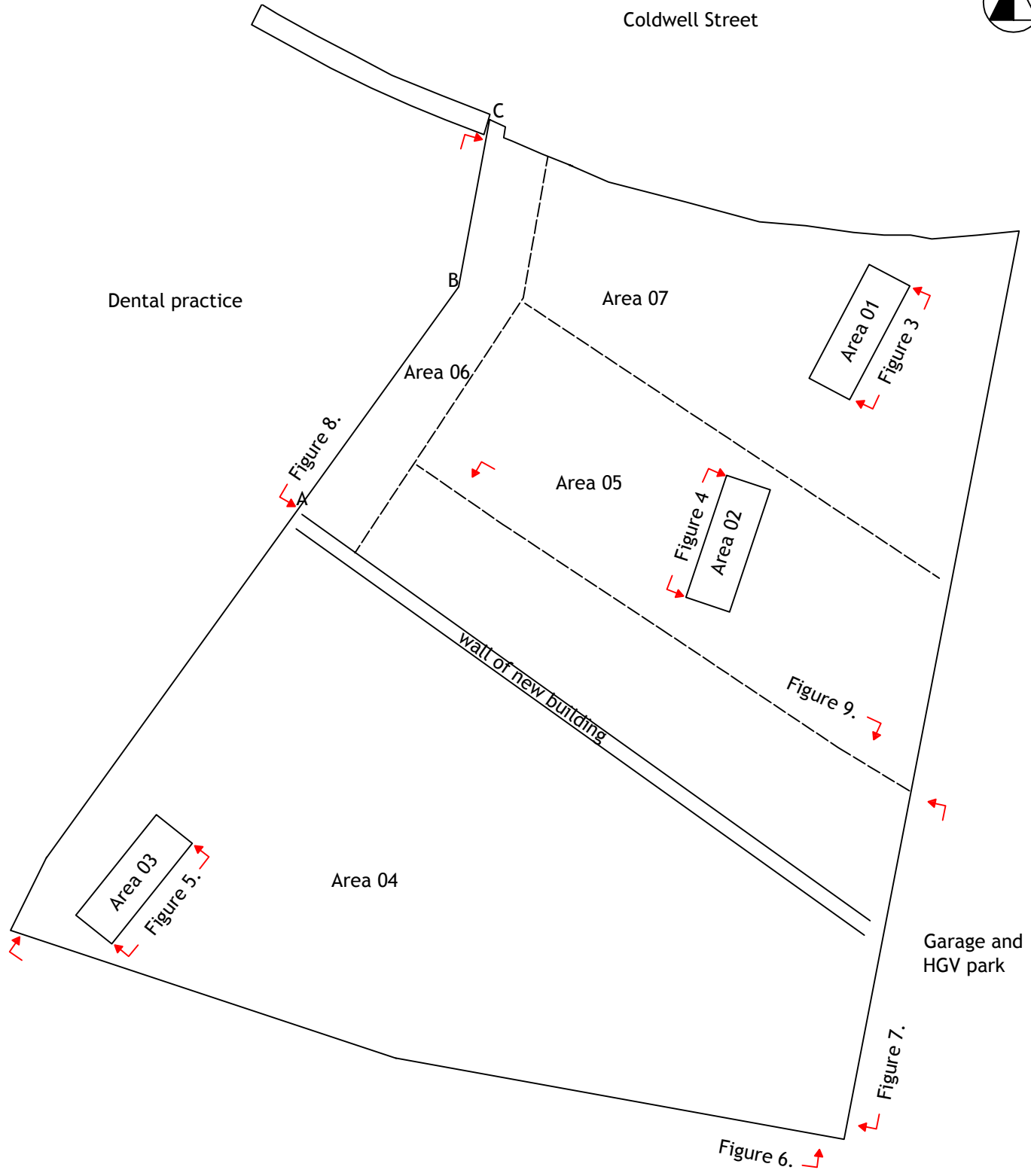
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Coldwell Street



Dental practice

B

C

Area 07

Area 01

Figure 3

Area 06

Figure 8

Area 05

Figure 4

Area 02

wall of new building

Figure 9

Area 04

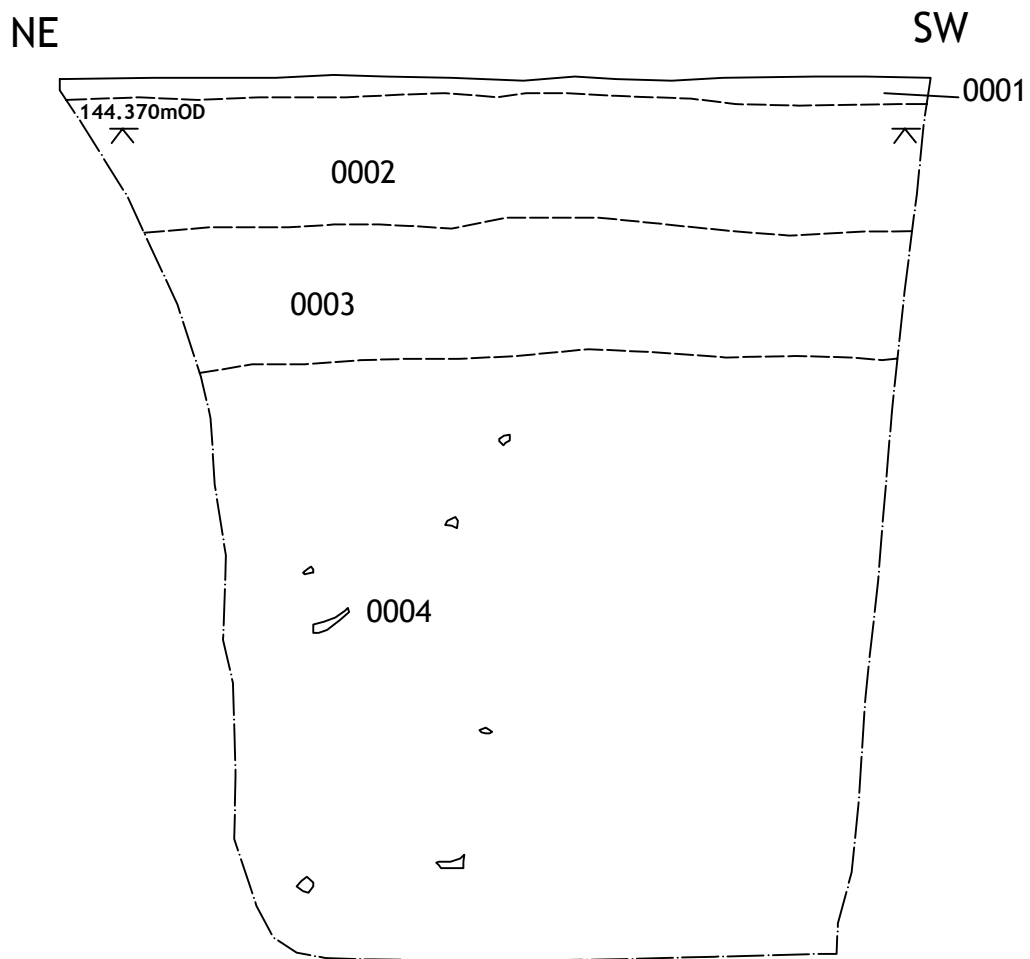
Area 03

Figure 5

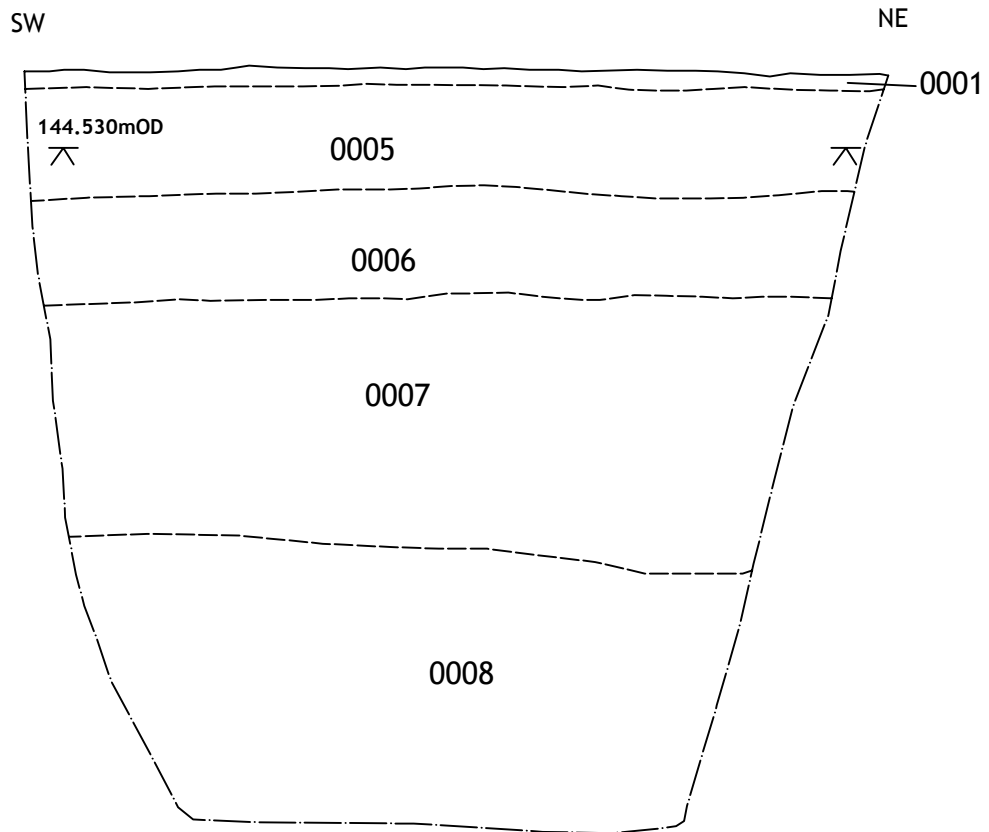
Garage and HGV park

Figure 7

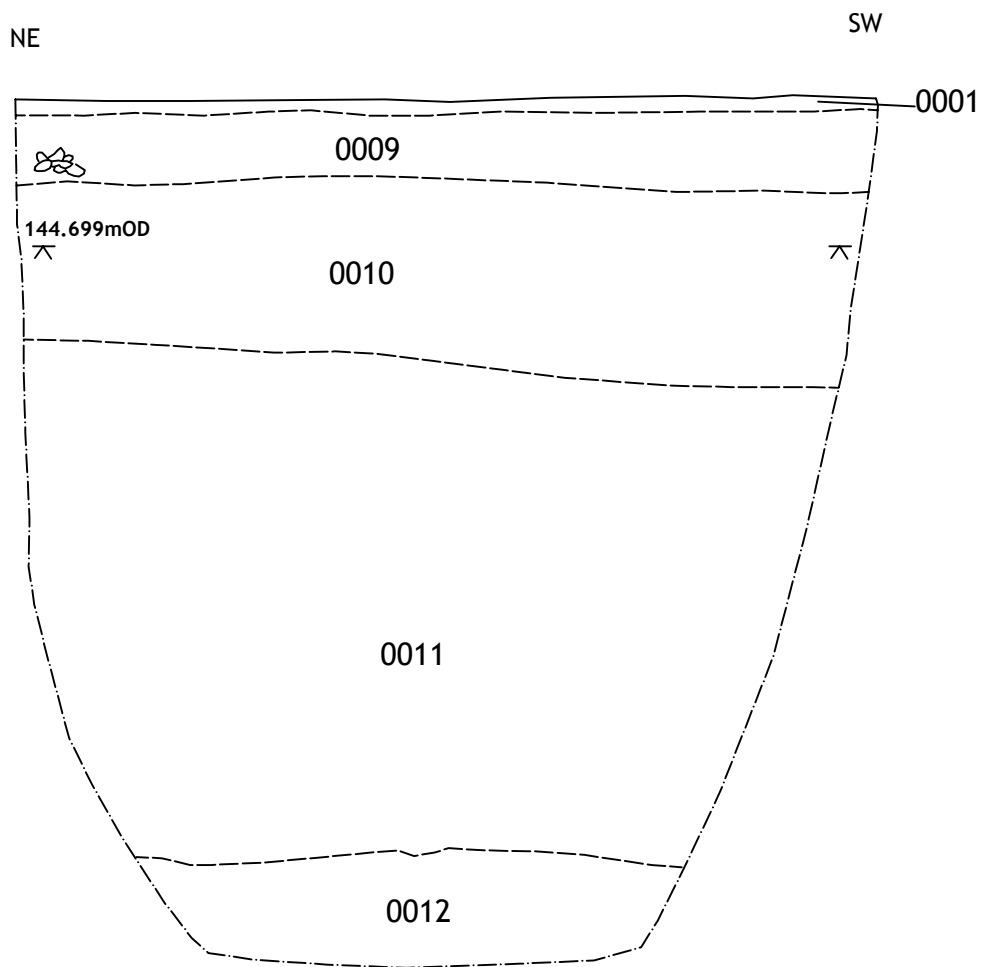
Figure 6



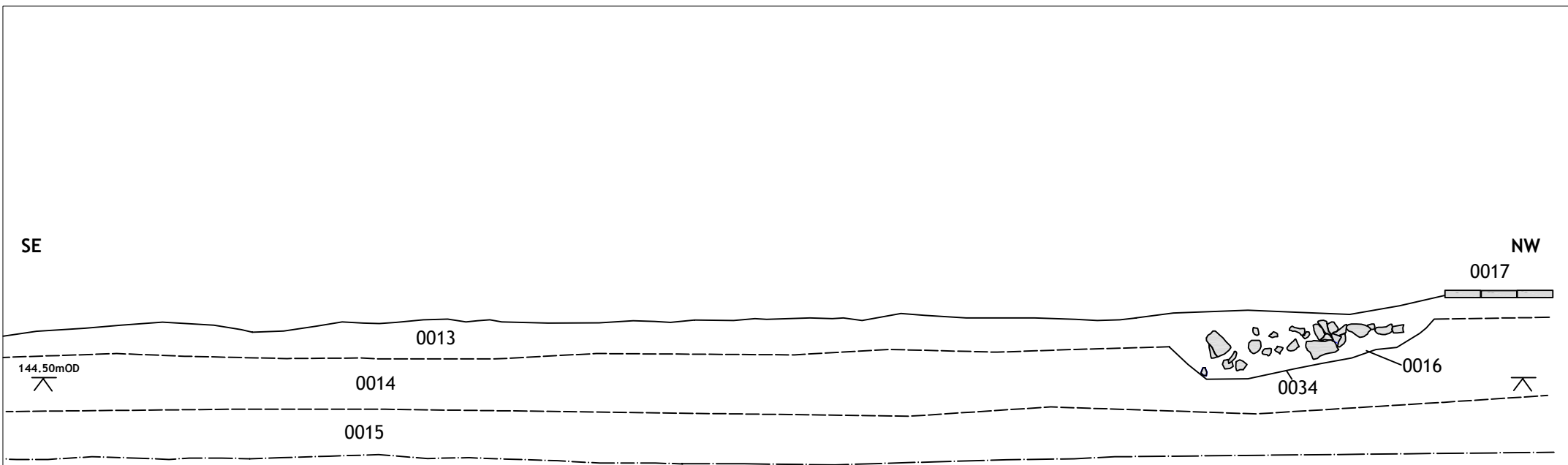
- 0001 modern tarmac
- 0002 white type one graded aggregate
- 0003 grey/brown silty clay with brick and stone inclusions
- 0004 yellow silty clay with >80% limestone inclusions



- 0001 modern tarmac
- 0005 white type one graded aggregate
- 0006 grey/brown silty clay with brick and stone inclusions
- 0007 yellow silty clay matrix with >80% limestone fragments
- 0008 mid grey/brown silty clay



- 0001 modern tarmac
- 0009 white type one graded aggregate
- 0010 grey/brown silty clay with brick and stone inclusions
- 0011 yellow silty clay matrix with >80% limestone fragments
- 0012 mid to dark grey silty clay



0013 mid grey/brown silty loam.

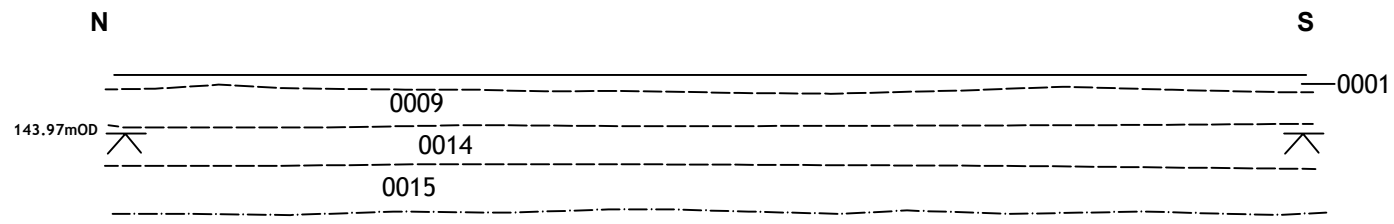
0014 grey/brown silty clay with brick and stone inclusions.

0015 yellow silty clay matrix with >80% angular limestone fragments.

0016 dump of stone, unworked, may have been used to level ground.

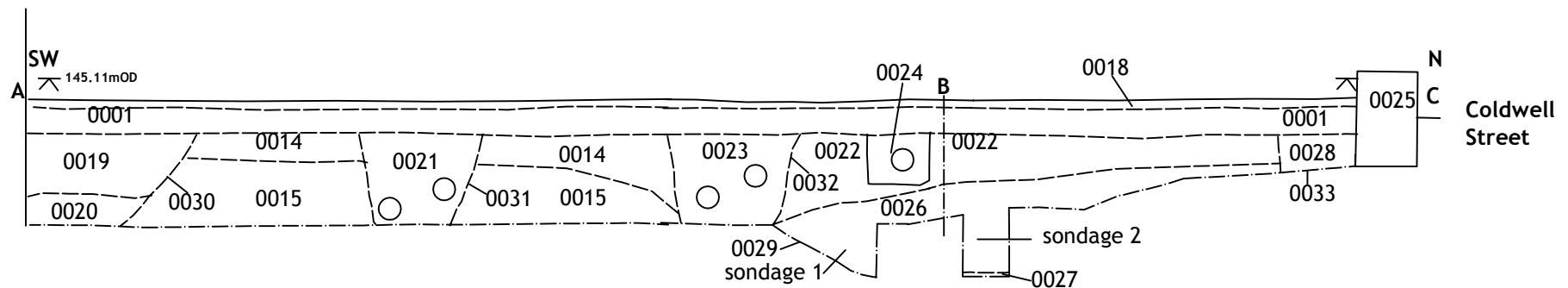
0017 flagstones abutting the manor house wall.

0034 cut of hollow/depression



- 0001 modern tarmac.
- 0009 white type one graded aggregate with some staining and patches of gravel indicating repairs to the surface.
- 0014 grey/brown silty clay with brick and stone inclusions.
- 0015 yellow silty clay matrix with >80% angular limestone fragments.

wall of new building



0001 modern tarmac

0014 grey/brown silty clay with brick and stone inclusions.

0015 yellow silty clay matrix with >80% angular limestone fragments.

0018 concrete kerb

0019 dark grey silty loam, fill of cable trench

0020 yellow sand, lower fill of cable trench

0021 rubble backfill of service trench

0022 white graded aggregate with sand and rubble

0023 rubble backfill of service trench

0024 vent pipe encased in concrete

0025 property boundary wall made of limestone blocks.

0026 dark grey/brown silty loam, part of original ground surface.

0027 same as 0015

0028 wall foundation trench filled with building rubble and elements of 0014 and 0015.

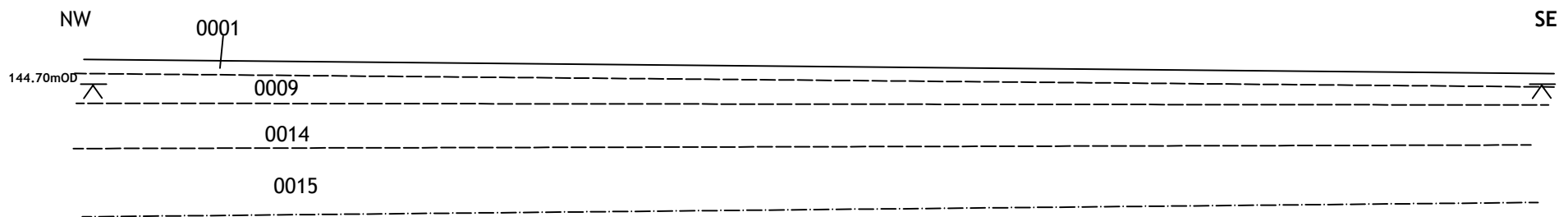
0029 cut of hollow/depression

0030 cut of service trench

0031 cut of service trench

0032 cut of service trench

0033 cut of wall foundation trench



0001 modern tarmac

0009 white type one graded aggregate, stained dark grey/black at NW end

0014 grey/brown silty clay with brick and stone inclusions.

0015 yellow silty clay matrix with >80% angular limestone fragments.



PLATE 1. Site prior to trial trenching. Looking south west.



PLATE 2. Area 01, west facing section. Looking east.



PLATE 3. Area 02, east facing section. Looking west.



PLATE 4. Area 03, west facing section. Looking east.



PLATE 5. Flagged surface above north west end of Area 04. Looking south.



PLATE 6. Ariel photograph of site taken in c.1960 with HGV parked on the south west end of the site. Looking south.



PLATE 7. North east facing section of Area 04. Looking south west.



PLATE 8. 0016 looking south.



PLATE 9. Service trench cut into base of Area 04. Looking north west.



PLATE 10. Area 06. South east facing section with service trenches. Looking north west.



PLATE 11. Area 06. South east facing section. Looking north west.



Plate 12. Area 06, 0024. Concrete casing of vent pipe. Looking east.



PLATE 13. Area 07 with 0001 removed. Looking north west.



PLATE 14. Area 07. Stones from demolished boundary wall in 0009. Looking west.



PLATE 15. Area 07. Existing boundary wall and entrance. Looking north west.