

**King Street to Cantlop Bridge  
Carriageway Improvement  
Shropshire, 2003**

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**King Street to Cantlop Bridge Carriageway Improvement, Shropshire**  
**An Archaeological Desk-Based Assessment 2003**

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# **King Street to Cantlop Bridge Carriageway Improvement: An Archaeological Desk-Based Assessment**

## **Summary**

*In November 2003 Birmingham Archaeology undertook a desk-based assessment of a section of the unclassified Shrewsbury to Acton Burnell road between King Street and Cantlop Bridge, in advance of improvements to the carriageway. The work was commissioned by Moore Environment. Aerial photograph analysis did not identify any definite archaeological features within the study area though it lies close to the road system connected with the Roman town of Viroconium Cornoviorum (Wroxeter) and it is possible, though not certain, that the King Street road at the north end of the study area represents the line of a Roman Road. Other sites and monuments identified on the ground are much later in date, and include the Scheduled Ancient Monument and grade II\* listed Cantlop Bridge and grade II listed Boretton Bridge, a disused mill race and associated water management features, and a pool occupying a possible clay pit. The road was turnpiked in 1797 and there formerly existed a milestone and tollhouse from this period, but these are no longer extant. A timber-framed building of post-medieval date, recorded by the RCHME in the 1960s, stood to the north of the King Street crossroads. It is concluded that the only above or below-ground archaeology that the scheme might affect are the foundations of the tollhouse and the mill race. It is recommended that in this event recording be carried out prior to their disturbance.*

## **1.0 Introduction**

In November 2003 Birmingham Archaeology undertook a desk-based assessment of a section of the unclassified Shrewsbury to Acton Burnell road between King Street and Cantlop Bridge, in advance of improvements to the carriageway. The work was commissioned by Moore Environment. A desk-based assessment was judged to be necessary in order to assess the archaeological implications of the scheme. The potential archaeology included the possibility of a Roman road, extending west from Wroxeter, was located at the north end of the study area, and the existence of an historic crossing over Cound Brook at the south end of the study area, currently occupied by the Cantlop Bridge, a Scheduled Ancient Monument and grade II\* listed building.

The work adhered to a written scheme of investigation prepared by Birmingham Archaeology (2003), which was based on a brief supplied by Shropshire County Council.

## **2.0 Location (Figs1 & 2)**

The study area is located in the civil parish of Berrington, Shropshire, at NGR SJ 5180750-51720625 approximately 5.5km south of central Shrewsbury. It extends northwards from Cantlop Bridge for 1.3km to King Street crossroads. A 100m wide study area centred on the existing carriageway has been stipulated by Shropshire County Council's Historic Environment Officer. The road is unclassified and is bounded by tall embankments and lined by hedgerows for much of its length.

### **3.0 Objectives**

- To assess the known or potential archaeological resource within the study area.
- To identify the likely character, extent, quality and significance of the known or potential archaeological resource in a local, regional and national context as appropriate.
- To identify and recommend options for the management of the archaeological resource, including any mitigation strategies.
- To recommend a strategy for further field evaluation, if appropriate, where the character and value of the resource is not sufficiently defined to permit a mitigation strategy or other response to be devised.

### **4.0 Methods**

The desk-based assessment comprised a walk over of the study area, an examination of published and unpublished written and cartographic sources and an assessment of aerial photographs (a detailed description of methods is given in section 6.0). The documentary research was carried out in the Shropshire County Record Office and in the library of the University of Birmingham. The Shropshire Sites and Monuments Record was also consulted.

The assessment considered all appropriate sources recommended by the *Standard and Guidance for Archaeological Desk-Based Assessment* (Institute of Field Archaeologists 1999).

The existing archaeological features in the study area were also described using Guidance on Methodologies for Multi-Modal Studies (GOMMMS) DETR 2000. These features are set out in Appendix 1. This will enable a GOMMMS impact assessment to be completed when detailed proposals are available.

### **5.0 Character of the Study Area**

At the southern end of the Study Area the road crosses Cound Brook on a late 20<sup>th</sup> century bridge immediately west of the Cantlop Bridge which still carries a section of old road that was by-passed. The land here is relatively flat, but then starts to rise quite steeply. The west side is wooded with a steep, becoming precipitous, drop to Cound Brook. The brook follows the road quite closely before diverging towards the west as it approaches the Condover-Berrington crossroads. Here, at the southwest corner of the crossroads, the drop from the Shrewsbury-Acton Burnell road to Cound Brook is no longer precipitous but comprises a flattish hollow given over to pasture. On the east side of the road the land is relatively flat pasture close to Cound Brook, but soon rises steeply above the road to become ploughland, separated from the road by a steep hedged bank,

North of the crossroads the road continues to climb steeply. The land on the west side of the road is occupied by a narrow ridge, covered with trees and scrub, which rises high above the flood plain of Cound Brook. Eventually, as Cound Brook recedes towards the west, the land on this side of the road flattens out into a large expanse of relatively flat ploughed field which continues as far as the King Street crossroads. On the east side the land is undulating and given over to pasture and it contains two large pools. The northernmost is Top Pool and lies outside the study area. The other pool does not appear on the maps but appears to have defined part of the 1840 southern field boundary of Upper Pool Leasow.

On the north side of the King Street crossroads there is ploughland to the east and pasture to the west and the terrain starts to rise gently towards the north.

## **6.0 Aerial Photograph Assessment by Roger Palmer**

### **6.1 Archaeological and Natural Features from Aerial Photographs**

In suitable cultivated soils, sub-surface features – including archaeological ditches, banks, pits, walls or foundations – may be recorded from the air in different ways in different seasons. In spring and summer these may show through their effect on crops growing above them. Such indications tend to be at their most visible in ripe cereal crops, in June or July in this part of Britain, although their appearance cannot accurately be predicted and their absence cannot be taken to imply evidence of archaeological absence. In winter months, when the soil is bare or crop cover is thin (when viewed from above), features may show by virtue of their different soils. Upstanding remains, which may survive in unploughed grassland, are also best recorded in winter months when vegetation is sparse and the low angle of the sun helps pick out slight differences of height and slope.

Grass sometimes shows sub-surface features through the withering of the plants above them. This may occur towards the end of very dry summers and usually indicates the presence of buried walls or foundations. Such dry summers occurred in Britain in 1949, 1959, 1975, 1976, 1984, 1989 and 1990 (Bewley 1994, 25) and more recently in 1995 and 1996. This does not imply that every grass field will reveal its buried remains on these dates as local variations in weather and field management will affect parching. However, it does provide a list of years in which photographs taken from, say, mid July to the end of August may prove informative.

Such effects are not confined only to archaeological features. Disturbance of soil and bedrock can produce its own range of shadow, crop and soil differences and it is hoped that a photo interpreter, especially one familiar with local soils, is able to distinguish archaeological from other features. There may, however, remain some features of unknown origin that cannot be classified without specialist knowledge or input from field investigation.

The most immediately informative aerial photographs of archaeological subjects tend to be those resulting from specialist reconnaissance. This activity is usually undertaken by an experienced archaeological observer who will fly at seasons and times of day when optimum results are expected. Oblique photographs, taken using a hand-held camera, are the usual product of such investigation. Although oblique photographs are able to provide a very detailed view, they are biased in providing a record that is mainly of features noticed by the observer, understood, and thought to be of archaeological relevance. None had been taken of sites or possible sites in the Study Area.

Vertical photographs cover the whole of Britain and can provide scenes on a series of dates between (usually) 1946-7 and the present. Unfortunately these vertical surveys are not necessarily flown at times of year that are best to record the crop and soil responses that may be seen above sub-surface features. Vertical photographs are taken by a camera fixed inside an aircraft and adjusted to take a series of overlapping views that can be examined stereoscopically. They are often of relatively small scale and their interpretation requires higher perceptive powers and a more cautious approach than that necessary for examination of obliques. Use of these small-scale images can also lead to errors of location and size when they are rectified or re-scaled to match a larger map scale.

## **6.2 Photo Interpretation and Mapping**

### *Photographs Examined*

Cover searches were obtained from the Cambridge University Collection of Aerial Photographs (CUCAP) and the National Monuments Record: Air Photographs (NMRAP), Swindon. The short time-scale for completion of this assessment did not allow examination of any additional photographs held by Shropshire County Council.

### *Base Maps*

Photographs examined were all taken for routine vertical surveys and are listed under section 11.4 of this report. The level of interpretation and mapping was at 1:2500 and matched the base maps provided by the client.

### *Study Area*

Photographs were examined in detail for at least 100m from the road centre. The resulting irregular area was shaped by local topography and features identified.

### *Photo interpretation and mapping*

All photographs were examined by eye and under slight (2x) magnification, viewing them as stereoscopic pairs when possible. Interpretations of NMRAP photographs were made at 1:2500 level and marked on overlays to individual prints following procedures described by Palmer and Cox (1993). These overlays were then scanned and transformed to match the digital base map using Irwin Scollar's AirPhoto program (Scollar 2002).

Verticals from CUCAP were scanned, transformed and interpreted on screen making reference to stereo pairs as appropriate. All transformed files were set as background layers in AutoCAD Map, where features were overdrawn using standard conventions. Layers from this final drawing have been used to prepare the reduced-size figure in this report and has been provided to the client in digital form.

### *Accuracy*

AirPhoto computes values for mismatches of control points on the photograph and map. Transformation of photographs of the uneven terrain of the Assessment Area may have benefited from use of a digital terrain model, but this was neither available nor could be created from the contours on the OS 1:10000 map. To counteract the effect of terrain a maximum number of control points was used and AirPhoto's Multipoint algorithm was selected to effect transformation. This algorithm is designed for moderately hilly ground and gave a very good visual fit between photographs and the digital data. In all transformations prepared for this assessment the mean mismatches of control points were less than  $\pm 1.50\text{m}$ . These mismatches can be less than the survey accuracy of the base maps themselves and users should be aware of the published figures for the accuracy of large scale maps and thus the need to relate these mismatches to the Expected Accuracy of the Ordnance Survey maps from which control information was taken (OS 2003).

## **6.3 Commentary**

### *Soils*

Two soils are shown by the Soil Survey of England and Wales (SSEW 1983) to cover the Assessment Area. In the northern part is river alluvium (soil association 561a: Wharfe) with reddish till and glaciofluvial drift (soil association 572m: Salwick) south to Cound Brook.

### *Aerial survey*

Much of Shropshire and particularly the area around Wroxeter was annually surveyed from the air for archaeological recording by Arnold Baker during the 1960s and 1970s. The present Development Area is sufficiently close to Wroxeter (5-6 km) to suggest that it would have lain within Baker's 'territory' and was likely to have been overflowed on occasions. The similarity of the soils imply that features within the present Area may have affected crop growth in similar ways to those at Wroxeter and the absence of evidence within the road corridor may be a real reflection of archaeological absence. This, however, is based on the assumption that Baker may have surveyed the present Area.

Of the photographs examined for this Assessment only one set, RC8-EL 126-128 was taken at a time of year when crops in all fields within the corridor were showing differences in growth that reflected sub-surface irregularities. On those photographs no archaeological features, other than medieval fields, were identified.



### *Archaeological features*

No definite archaeological features have been identified within the 100m road corridor.

Traces of medieval furlongs have been mapped in the southern part of the wider Study Area and these may once have extended to meet the road or probable meadows alongside Cound Brook.

On the west side of the northern part of the route is a series of linear and irregularly shaped features of unidentified origin which were recorded as shallow soil or thin crop growth. These were visible on one date only (9 May 1991) and would seem more likely to remain from recent cultivation than to be of earlier date. With stereoscopic viewing of the photos, some of the irregular shaped areas appear to be on locally high ground and may show subsoil that has been clipped by that season's ploughing.

NAR 1:10000 map SJ50NE indicated the course of a Roman road to the north of King Street. None of the photographs examined showed clear evidence of this on the mapped course but some recorded fairly distinct linear banks (as would indicate the agger of a former road) close to, and roughly parallel with, the mapped course. These have been mapped as part of this Assessment but no cross checking of original sources has been undertaken as they lie outwith the Development corridor.

### *Non-archaeological features*

Lengths of former field boundary have been identified in the field east of the corridor between Cliff Hollow and Cound Brook. Their courses match banks associated with the medieval fields and they may be of that date or later features following existing landmarks.

A small number of what are taken to be hand-dug quarries have been mapped and those to the north (SJ528074) lie within the 100m corridor. Lack of local knowledge may have misidentified these and they may be natural and smaller versions of the Pools in this area.

### *Land use*

Fields on the east side of the corridor between King Street and Cliff Hollow were in pasture in 1948 but had been converted to arable by 1970. Small fields adjacent to Cound Brook are permanent pasture while the remaining fields have been in arable use on all dates of photography

## **7.0 Historical and Archaeological Profile**

No finds of Prehistoric or Roman date have been recorded within the study area, though Margary (1967, 344-5) identified a Roman road (No. 64) to the north of Berrington, close to, but outside the study area, leading from *Viroconium* Wroxeter to Meole Brace and thence to Wale. This is probably the feature picked up on the aerial photographs (Fig. 3). Gaydon (1968, 31) identified the east-west road between Allfield and Exfordsgreen, to the west of the study area, as 'probably Roman'. In the Middle Ages it was known as

Salter's Way (*Ibid.*), a form of one of the most common names for roads of post-Roman origin (Cameron 1977, 157-8), but it can certainly be said to be orientated towards *Viroconium* (Wroxeter), unlike the north-south road that it crosses, which is clearly related to the medieval town of Shrewsbury. The eastward continuation of this putative Roman road crosses the northern end of the study area as the King Street road. Although Laflin (2001, 5) has pointed out that it is unclear what course the road took between Allfield and Wroxeter, there is a high probability that it followed the King Street route and that it passed through the north end of the study area. This view receives some support from the fact that the name 'King Street' sometimes indicates a Roman Road (Cameron 1977, 156).

In 1797 both the Shrewsbury to Acton Burnell Road and the King Street Road were turnpiked (Gaydon, 16). If the King Street road had been Roman in origin it is unlikely to have survived the improvements that the turnpike would have entailed. Baugh's map of 1808 shows that a tollhouse had been built at the northwest corner of the King Street crossroads with a turnpike across the King Street road known as King Street Gate (Fig 4). No other buildings are shown within the study area.

Until the 19<sup>th</sup> century the Cound Brook was crossed by a ford. In 1812 the money was raised by public subscription for the construction of the Cantlop Bridge (Gaydon, 16). A cast iron bridge was built but the design was not satisfactory and had to be replaced by Thomas Telford, the county surveyor between 1787-1834 (scheduling description no.293). The statutory list description cites old photographic evidence which shows a cast iron plate formerly above the centre of the arch bearing the legend 'THOMAS TELFORD ESQ / ENGINEER / 1818'.

The tithe map of 1840 shows that the study area was mainly occupied by a series of large fields, illustrated here from a field name map compiled by Shropshire Records and based on the tithe map (Fig 5). In 1840 all the land between Cound Brook and the King Street Road was owned by Sir Edward Smythe and held by tenants, whereas the two fields to the north belonged to Lord Berwick. Most of this land was given over to arable farming, the main exceptions being Upper Pool Leasow which was pasture, and Long Meadow between Cound Brook and the mill race. Towards the north end of the study area, on the east side of the road, between Upper Pool Leasow and Maules Piece was a large pool called 'Upper or Top Pool', and now known as Top Pool.

The tollhouse and turnpike gate on the King Street crossroads were still in existence. The tollhouse was within a long narrow enclosed strip of land immediately west of the north-south road, which contained another, smaller, building further to the north. On the opposite side of the road was a similar narrow enclosure devoid of buildings.

To the west of the Condover-Berrington road crossroads, on the north side of the road there was a house, set back from the road, within an enclosure. Towards the south of the study area, but to the north of Cound Brook a second, smaller, stream roughly followed the line of the Brook from Cantlop in the east to a place roughly mid-way between the bridge and the Condover-Berrington road. This was the source of power for Cantlop Mill.

The stream is indeed described as ‘Mill Race’ on the 1<sup>st</sup> edition of the Ordnance Survey map of 1881 (Fig. 6). It crossed the road though there is now no visible trace of the bridging arrangement. Where the stream joins Cound Brook there was a ‘Sluice’, and across the Brook itself, immediately to the west, a ‘Waterfall’.

The house on the north side of the Condover-Berrington road was named ‘Cliff House’. There was a milestone on the west side of the north-south road, but this no longer survives. The tollhouse at the King Street crossroads had gone by this time, but the other building within the enclosure survived and there was a smaller structure to the south of it, possibly a pig sty to judge from the pen at its south end.

No major changes had occurred by 1901 when the 2<sup>nd</sup> edition of the Ordnance Survey map appeared. By 1954 (Fig. 7) some of the fields had been amalgamated though little else had changed. The house to the northwest of the King Street crossroads still survived, though the ‘pig sty’ appears to have been demolished.

## **8.0 Sites and Monuments** (Listed from south to north)

*Cantlop Bridge* (SMR 01062, scheduled monument, grade II\* listed) Plate 1

Road bridge. 1818. By Thomas Telford. Cast iron bridge carrying the road over Cound Brook in a single span. Segmental arch with cast iron key and bracketed girder above carrying the cast iron balustrade. Abutments of coursed and squared stone with rusticated ashlar quoins and roll-moulded horizontal abutment band continuing up the corners above the quoins. Hollow-moulded cornice.

*Former Mill Race and Water Management System* (Not on SMR) Plates 2 and 3

The former mill race for Cantlop Mill is visible as a hollow in the field on the east side of the road close to Cantlop Bridge. It can also be traced in the wooded area on the west side of the road, where trees are growing within it appear to have been deliberately planted there, perhaps to create a property division. At the junction of the mill race and Cound Brook are substantial structural remains of the water management system connected with the mill race. These are of at least two different periods, the earliest apparently of early to mid-19<sup>th</sup> century date. Its principal component is an approximately 4ft high coursed and dressed sandstone wall, aligned roughly east-west retaining the land to the south (Plate). At its east end is the beginning of a stone lined channel that fed the mill race. Extending north at right angles from the centre of the wall is another, low, retaining wall, stone faced to the west and concrete faced to the east. This seems to extend as far as another stone east-west aligned wall, at the east end of which is a return towards the north that extends across the Brook as a weir. The weir is built of concrete and is probably early 20<sup>th</sup> century in date. It was no doubt built to create a head of water for the millrace, a stretch of which survives to the north east of the main stone wall.

There was a mill at Cantlop in 1086, and the lord of Berwick manor held a mill on Cound Brook in 1323. In the 16<sup>th</sup> century Cantlop Mill was sold to Richard Lee, lord of Berrington Manor and thereafter remained part of the manorial estate. It remained in use until c. 1929 (Gaydon 23).

*Boreton Bridge* (SMR 18404, grade II listed) Plate 4

Bridge over Cound Brook on the Condoover-Berrington Road dated 1826. Single span cast iron segmental arch with quasi-key in the centre bearing the embossed date. Red brick abutments laid in Flemish stretcher bond. The upper part of the bridge and been rebuilt c. 1930s in concrete with steel balustrade. Not shown on Fig. 2.

*Milestone* (SMR DIV5/H2)

Milestone marked on the 1881 Ordnance Survey 1:2500 map, but no longer evident. A photograph in the SMR collection shows the stump of a stone milestone, one of a series along this road and probably dating from the turnpiking of 1797.

*Pool* (Not on SMR) Plate 5

Large man-made pool, possibly a former clay pit. There is mention of a common brick kiln in 1737 at Betton Abbots approximately ¼ mile to the northwest of the King Street crossroads, and bricks were being made here and at Brompton, also in Berrington parish, during the late 18<sup>th</sup> century (Gaydon 1968, 24). Although this pool does not appear on any the historic maps the outline is visible on the aerial photograph map (Fig.3).

*127 King Street (The Donkey House)* (SMR 5403)

Timber-framed building formerly situated on the north side of the King Street crossroads recorded by the RCHME in 1957, and photographed by A.P.Wallace in 1967, but no longer extant. Described as a tollhouse and as possibly 16<sup>th</sup> century in origin. This must be the building that lay to the north of the tollhouse, rather than the tollhouse itself, which had been demolished by 1881. The character of the framing as recorded by the RCHME does not appear to be distinctively 16<sup>th</sup> century in character, one of the cross-frames, with its very long straight tension braces looks as though it might be late 17<sup>th</sup> or early 18<sup>th</sup> century in date. Not shown on Fig. 2.

## **9.0 Conclusions and Recommendations**

The results of the desk-based assessment suggest a possibility of the King Street road having Roman origins, though any ancient remains are likely to have been obliterated during the turnpiking of the King Street road in 1797. On the other hand it is probable that the Shrewsbury to Acton Burnell road is medieval in origin, whereas it is clear that the sites and monuments identified within the study area are all post-medieval in date.

As the full extent of the road widening scheme has yet to be determined it is not yet possible to calculate the impact on the historic environment, however, the initial indications are that it will be largely neutral. The possible exceptions are the sites of the millrace, the milestone and the tollhouse. The site of the milestone would be likely to be destroyed by road widening, but as the milestone itself no longer seems to be extant the effect here would also be neutral. The millrace which lies immediately to either side of the road, has the potential for being disturbed by the development and the tollhouse may be affected if the widening scheme extends to the northwest corner of the King Street crossroads.

It is recommended that the works are planned in such a way as to avoid the site of the tollhouse. In the event that this is not possible, the foundations should be recorded prior to the start of the works. If widening of the road is to be carried out on the stretch of road that crosses the millrace then it is recommended that provision is made for an archaeological watching brief and recording exercise.

## **10.0 Acknowledgements**

This desk-based assessment was commissioned by Moore Environment, carried out by Malcolm Hislop and edited by Alex Jones. The assessment of aerial photographs was carried out by Roger Palmer of Air Photo Services who is grateful to Sarah Watt (CgMs Consulting) for providing information from Soil Survey Sheet 3. The project was monitored for Shropshire County Council by Mike Watson. Malcolm Hislop wishes to acknowledge the assistance of Penny Ward of the Shropshire County Council SMR and of the staff of the Shropshire Record Office.

## **11.0 Sources**

### **11.1 Textual Sources**

Berrington Parish Tithe Apportionment (1840)

Bewley, R. H. 1994, *Prehistoric Settlements*.

Birmingham Archaeology, 2003, *A Written Scheme of Investigation for a Desk-Based Assessment of King Street to Cantlop Bridge*

Cameron, K. 1977, *English Place Names*, 3<sup>rd</sup> edn.

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Laflin, S. 2001, 'Roman Roads and Ford Place-Names in Shropshire', *Shropshire History and Archaeology* LXXVI, 1-10.

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Palmer, R. 2003, *King Street to Cantlop Bridge, SJ517061 TO SJ518077, Shropshire: Aerial Photographic Assessment* (Air Photo Services Report No. 2033/21).

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Scollar, I., 2002, 'Making Things Look Vertical' in R.H. Bewley and W. Rączkowski, (edd), *Aerial Archaeology: Developing Future Practice*, NATO Science Series, Vol. 337, 166-172.

SSEW, 1983, *Soils of England and Wales: Sheet 4: Eastern England (1:250,000)*, Soil Survey of England and Wales.

Trinder, B. 1996, *The Industrial Archaeology of Shropshire*.

Watson, M. 2003, *Brief for an Archaeological Desk-Based Assessment of the King Street to Cantlop Bridge Carriageway Improvement*.

## **11.2 Internet Sources**

OS, 2003, <http://www.ordnancesurvey.gov.uk/productpages/landline/positional-background.htm>

## **11.3 Cartographic Sources**

1752 Rocque's Map

1808 Robert Baugh's Map

1840 Berrington Parish Tithe Map

1881 Ordnance Survey 1:2500

1901 Ordnance Survey 1:2500

1954 Ordnance Survey 1:10000

## **11.4 Aerial Photographic Sources**

*Source: Cambridge University Collection of Aerial Photographs*

Oblique photographs

None

Vertical photographs

RC8-EL 126-128	7 June 1982	1:7500
RC8-ME 115-117	9 May 1991	1:5000

*Source: National Monuments Record: Air Photographs*

Specialist collection

None

Vertical collection

RAF/541/116: 3139-3142	29 July 1948	1:9960
OS/70071: 181	3 May 1970	1:7500
OS/70071: 209	3 May 1970	1:7500
OS/70071: 258	3 May 1970	1:7500
OS/70072: 63-64	3 May 1970	1:7500
MAL/80027: 38-42	25 September 1980	1:5000

***Most informative photographs***

RC8-EL 127  
RC8-ME 115  
OS/70071: 181  
OS/70071: 258

## **APPENDIX**



## Appendix 1: GOMMMS Tables

### Worksheet 4.8 Environment: Heritage of Historic Resources – Plan Level

The tables below set out the existing features of cultural heritage interest in the study area for the King Street to Cantlop Bridge Archaeological Desk-Based Assessment. The tables summarise the baseline data only and have been compiled to assist in the development of the Carriageway Improvement scheme. Following scheme development these tables will be completed to include the impact assessment for each feature, and an overall assessment score will be produced, with qualitative comments.

<b>PART 1</b>		<b>PART 2</b>			<b>PART 3</b>
<b>Feature</b>	<b>Description</b>	<b>Scale it Matters</b>	<b>Significance</b>	<b>Rarity</b>	<b>Impact</b>
<b>Form</b>	Cantlop Bridge	Of regional interest	SMR 01062 Scheduled ancient monument Grade II* listed	Rare example of a substantially complete early 19 <sup>th</sup> century bridge by Thomas Telford.	-
<b>Survival</b>	Good	-	-	-	-
<b>Condition</b>	Good	-	-	-	-
<b>Complexity</b>	Simple single span bridge carrying the former road over Cound Brook	-	-	-	-
<b>Context</b>	Associated with a stretch of former road now by- passed over a 20 <sup>th</sup> century bridge	-	-	-	-
<b>Period</b>	1818	-	-	-	-

<b>PART 1</b>		<b>PART 2</b>			<b>PART 3</b>
<b>Feature</b>	<b>Description</b>	<b>Scale it Matters</b>	<b>Significance</b>	<b>Rarity</b>	<b>Impact</b>
<b>Form</b>	Mill race and water management system	Of local interest	Not on SMR	19 <sup>th</sup> century mill races are not particularly rare	-
<b>Survival</b>	Good	-	-	-	-
<b>Condition</b>	Moderately well preserved	-	-	-	-
<b>Complexity</b>	Comprises the filled in bed of a mill race as well as a complex of stone and concrete walls at the junction with Cound Brook	-	-	-	-
<b>Context</b>	Closely associated with Cound Brook and the former source of power for Cantlop Mill which lay to the east of the study area.	-	-	-	-
<b>Period</b>	19 <sup>th</sup> and 20 <sup>th</sup> century phases visible	-	-	-	-

<b>PART 1</b>		<b>PART 2</b>			<b>PART 3</b>
<b>Feature</b>	<b>Description</b>	<b>Scale it Matters</b>	<b>Significance</b>	<b>Rarity</b>	<b>Impact</b>
<b>Form</b>	Boreton Bridge	Of local interest	SMR 18404 Grade II listed	Less of a rarity than the Cantlop Bridge, being more altered and slightly later	-
<b>Survival</b>	Moderate	-	-	-	-
<b>Condition</b>	Good	-	-	-	-
<b>Complexity</b>	Simple single span bridge over Cound Brook	-	-	-	-
<b>Context</b>	Carries the Condover-Berrington road over Cound Brook	-	-	-	-
<b>Period</b>	Dated 1826	-	-	-	-

<b>PART 1</b>		<b>PART 2</b>			<b>PART 3</b>
<b>Feature</b>	<b>Description</b>	<b>Scale it Matters</b>	<b>Significance</b>	<b>Rarity</b>	<b>Impact</b>
<b>Form</b>	Milepost (site of)	Of local interest	SMR DIV5/H2	18 <sup>th</sup> century milestones are comparatively rare	-
<b>Survival</b>	A photograph in the SMR shows that it survived in a poor state	-	-	-	-
<b>Condition</b>	Could not be traced, probably removed	-	-	-	-
<b>Complexity</b>	Simple monolith	-	-	-	-
<b>Context</b>	Probably associated with the turnpiking of the road in 1797	-	-	-	-
<b>Period</b>	Probably <i>c.</i> 1797	-	-	-	-

<b>PART 1</b>		<b>PART 2</b>			<b>PART 3</b>
<b>Feature</b>	<b>Description</b>	<b>Scale it Matters</b>	<b>Significance</b>	<b>Rarity</b>	<b>Impact</b>
<b>Form</b>	Pool	Of local interest	Not on SMR	Former clay pits are not rare	-
<b>Survival</b>	Good	-	-	-	-
<b>Condition</b>	Good	-	-	-	-
<b>Complexity</b>	Irregular shaped pool	-	-	-	-
<b>Context</b>	Within pastureland but is possibly a former clay pit	-	-	-	-
<b>Period</b>	Possibly 18 <sup>th</sup> century	-	-	-	-

<b>PART 1</b>		<b>PART 2</b>			<b>PART 3</b>
<b>Feature</b>	<b>Description</b>	<b>Scale it Matters</b>	<b>Significance</b>	<b>Rarity</b>	<b>Impact</b>
<b>Form</b>	Former tollhouse and turnpike, King Street (site of)	Of local interest	Not on the SMR, probably confused with 127 King Street which lay to the north of it, and which is described as a toll house	Not rare	-
<b>Survival</b>	Demolished	-	-	-	-
<b>Condition</b>	Condition of any foundations is unknown	-	-	-	-
<b>Complexity</b>	Simple rectangle on old maps	-	-	-	-
<b>Context</b>	Associated with a turnpike gate	-	-	-	-
<b>Period</b>	Late 18 <sup>th</sup> century	-	-	-	-

<b>PART 1</b>		<b>PART 2</b>			<b>PART 3</b>
<b>Feature</b>	<b>Description</b>	<b>Scale it Matters</b>	<b>Significance</b>	<b>Rarity</b>	<b>Impact</b>
<b>Form</b>	127 King Street crossroads (The Donkey House)	Of local interest	SMR 5403	16 <sup>th</sup> /17 <sup>th</sup> century Timber-framed buildings not particularly rare in Shropshire	-
<b>Survival</b>	Demolished but recorded by RCHME	-	-	-	-
<b>Condition</b>	Because it was a timber-framed building traces are unlikely to survive	-	-	-	-
<b>Complexity</b>	Simple rectangular structure	-	-	-	-
<b>Context</b>	Possibly associated with the toll house	-	-	-	-
<b>Period</b>	RCHME suggested a date in the 16 <sup>th</sup> century, but this seems too early for the character of the timber-framing	-	-	-	-

## FIGURES



Fig.1 Location map

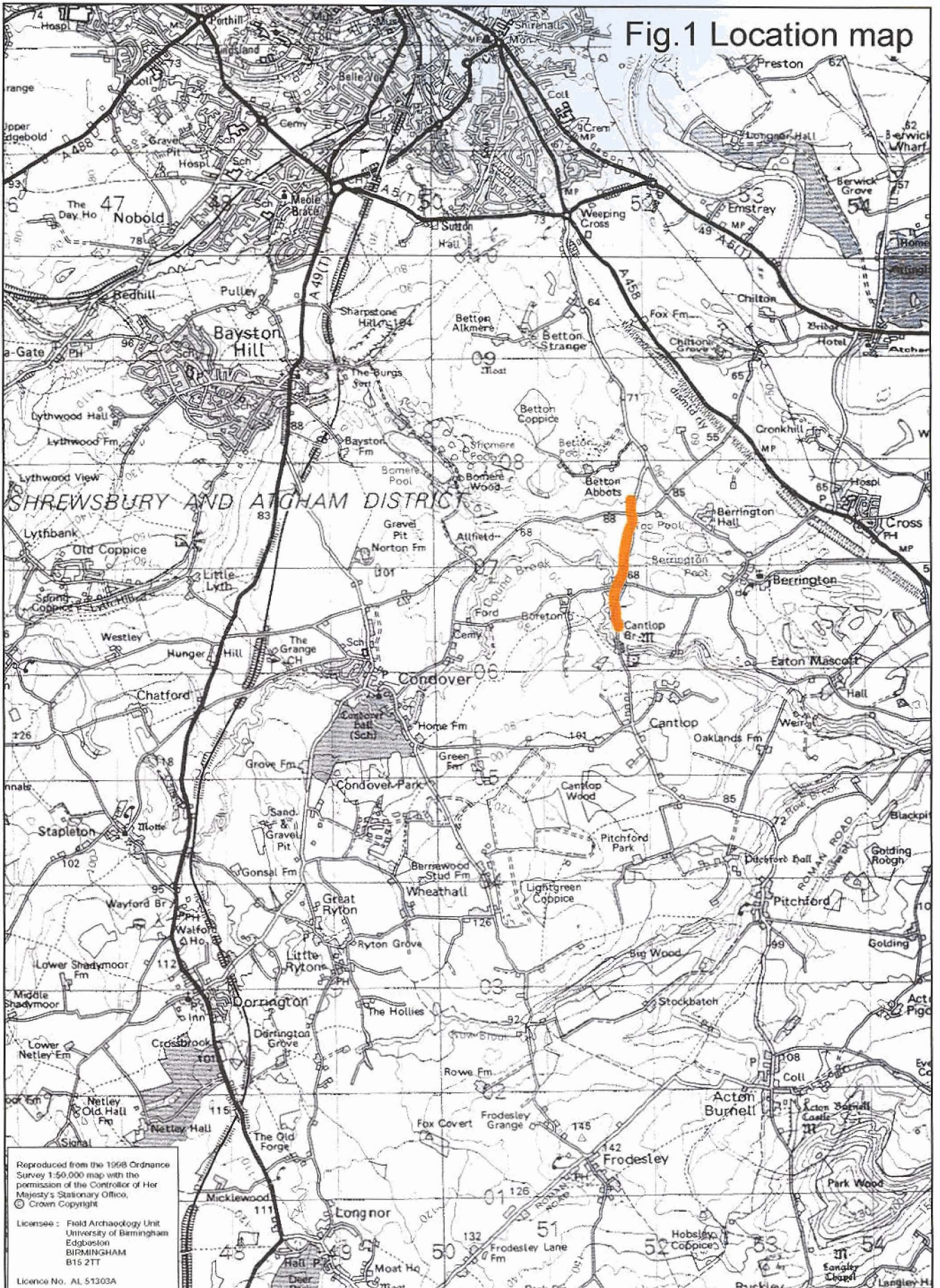
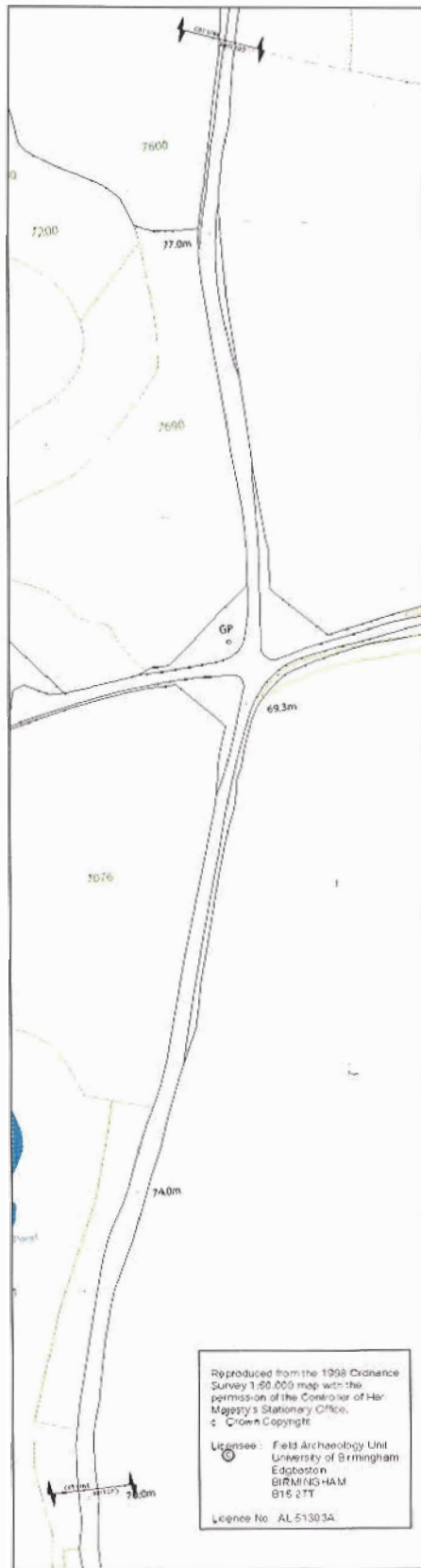
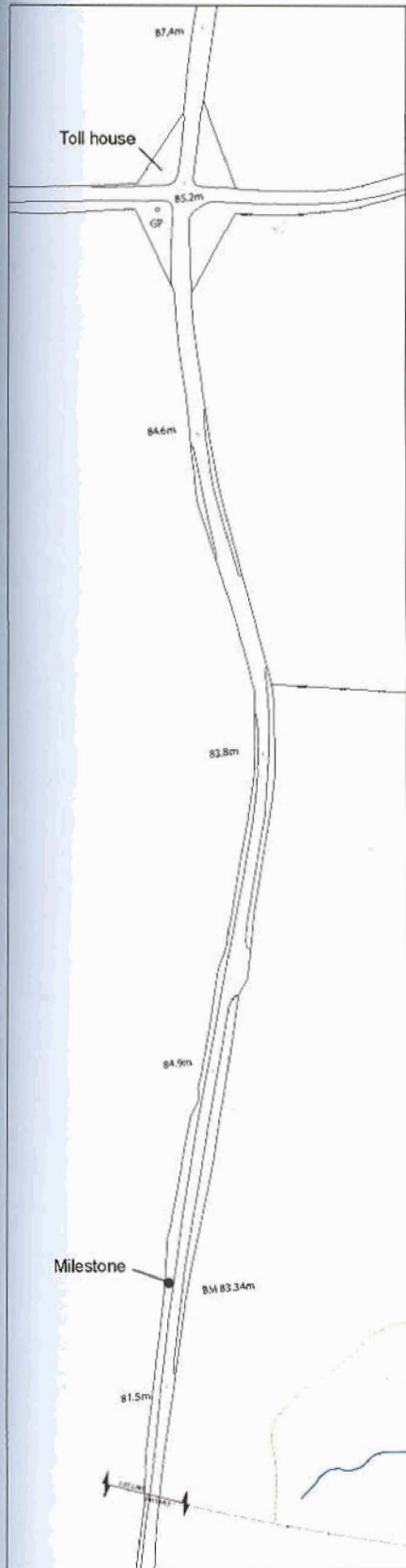
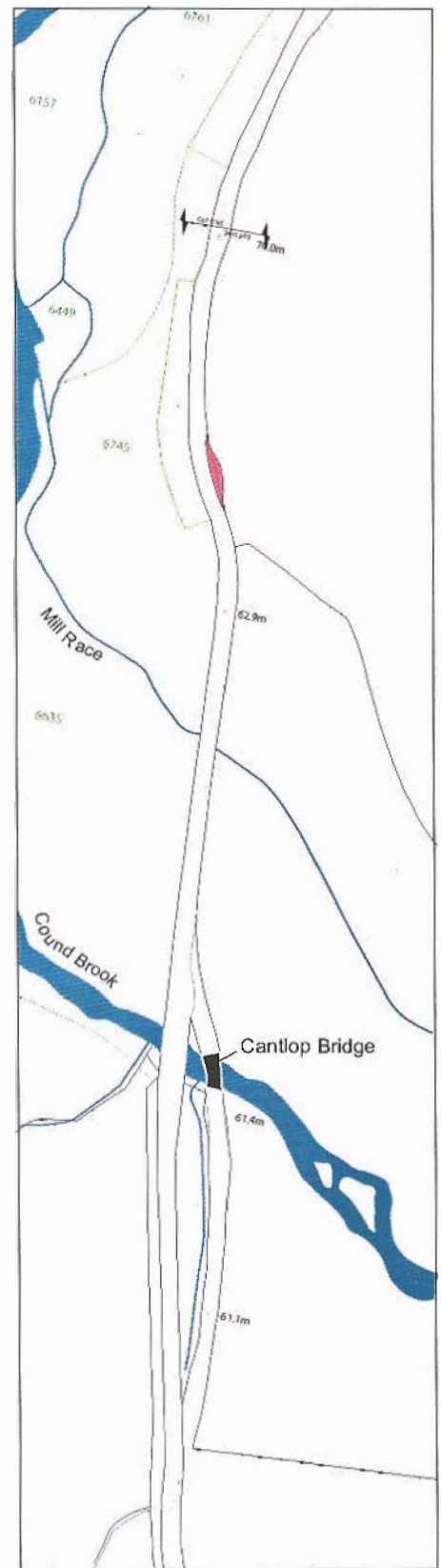




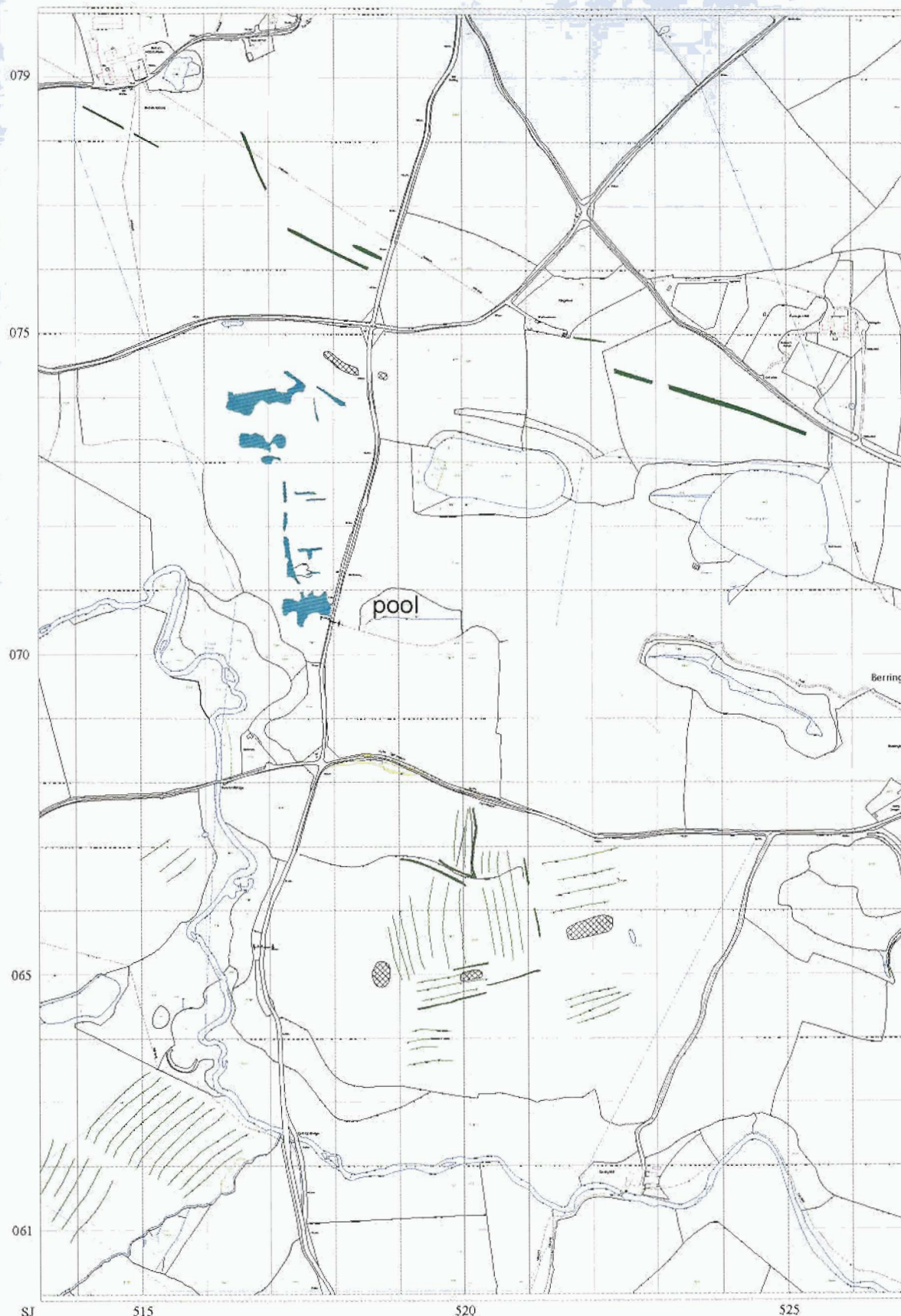
Fig.2 Study area



Reproduced from the 1958 Ordnance Survey 1:50,000 map with the permission of the Controller of Her Majesty's Stationary Office. © Crown Copyright.  
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**Fig.3** King Street to Cantlop Bridge, Shropshire:  
Features identified from aerial photographs.



- |                                |  |
|--------------------------------|--|
| — Assessment Area              | ■ Unidentified, but possibly marks of recent agricultural activity |
| <b>Archaeological features</b> | <b>Recent features</b>   |
| — Bank or headland             | — Former boundary  |
| — Ridge and furrow (schematic) | ⊠ Quarry or pit  |

Original photo interpretation and mapping at 1:2500 level.  
Based on photographs at CUCAP and NMRAP.  
November 2003.  
Air Photo Services, Cambridge.  
Drawing: 0321Berr.dwg

Fig.4 The study area in 1808

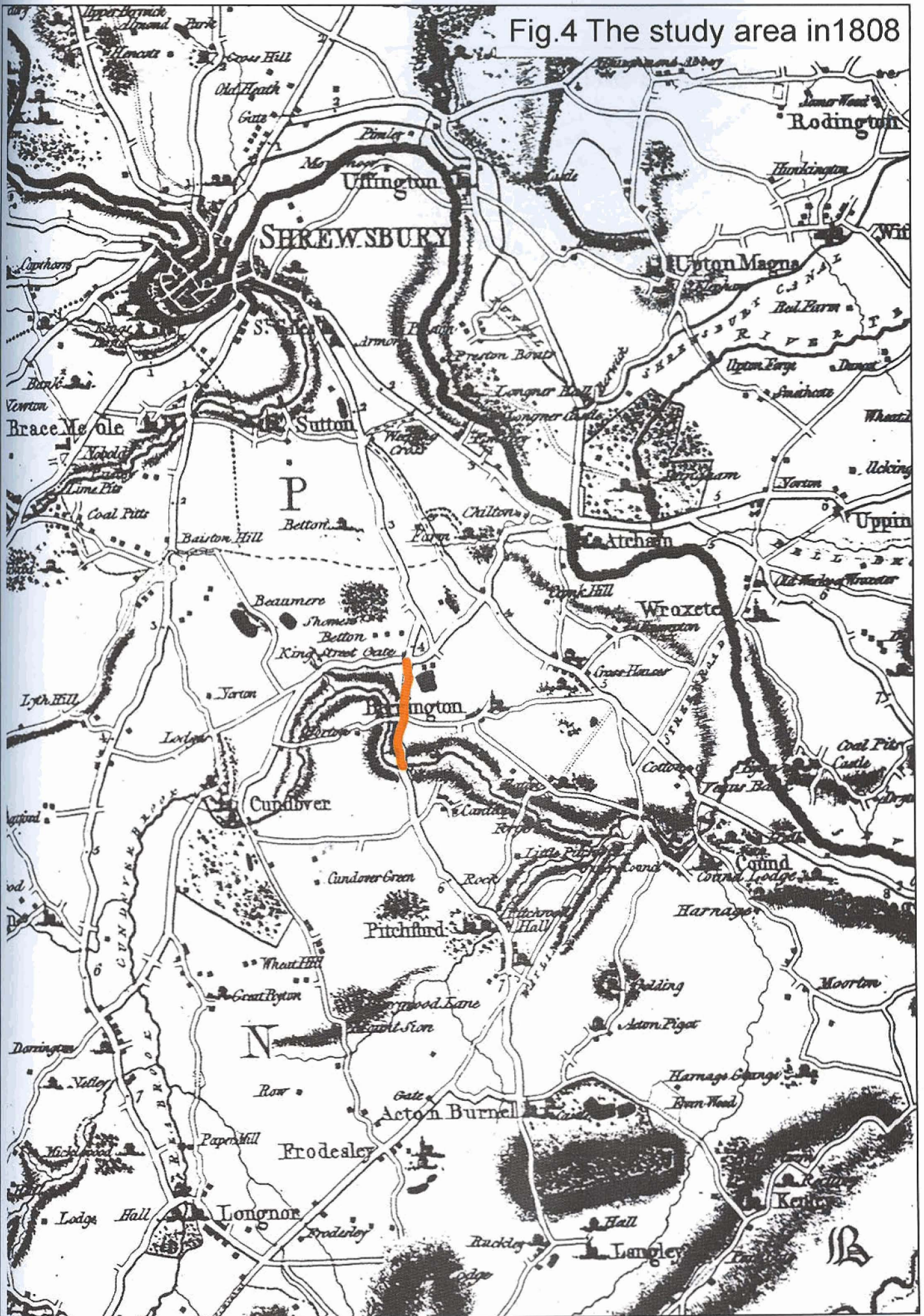


Fig.5 The study area in 1840

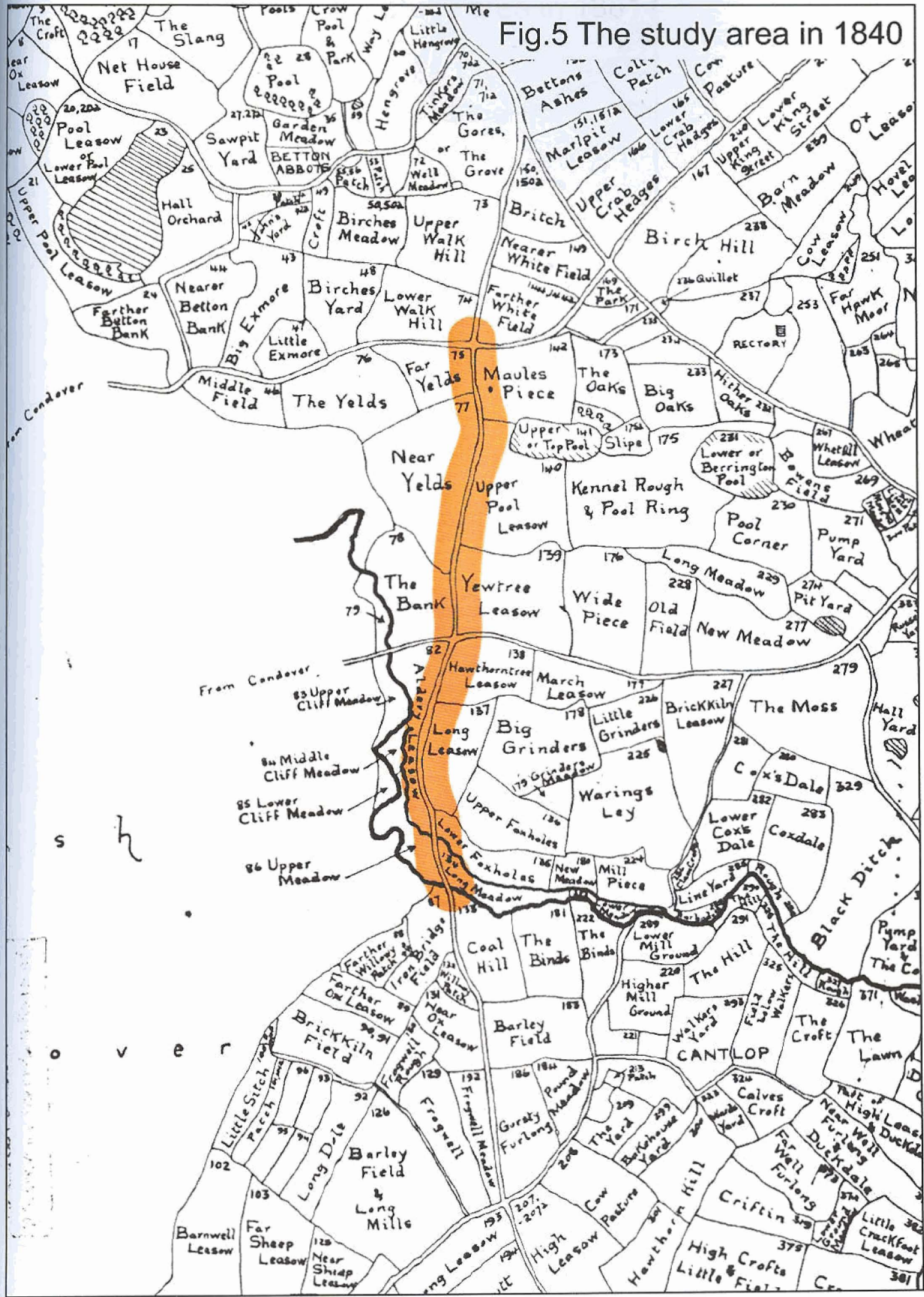


Fig.6 The study area in 1881

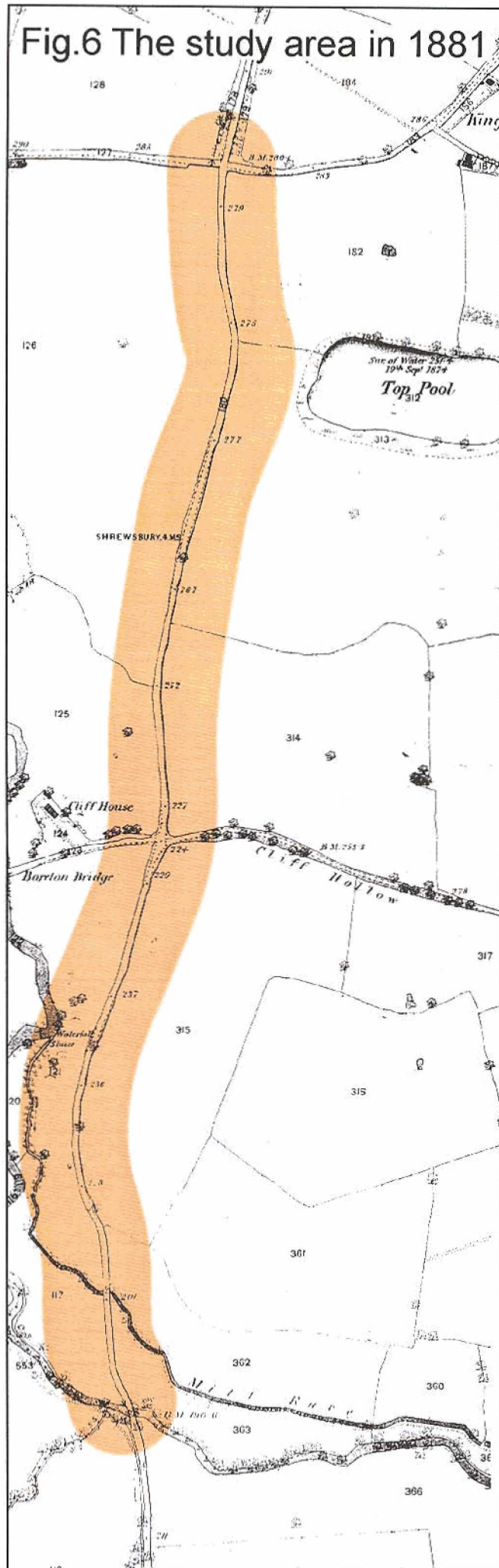
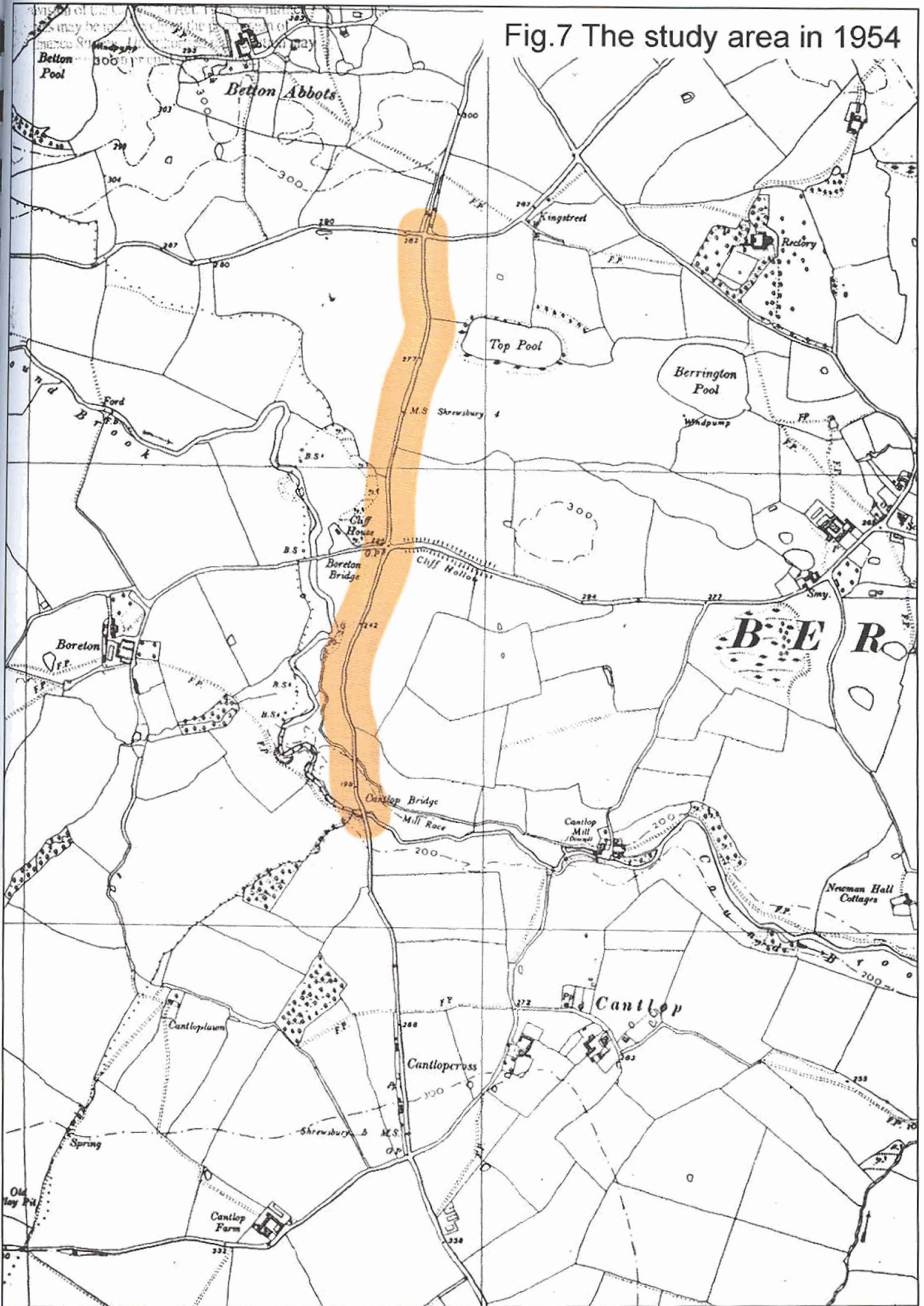


Fig.7 The study area in 1954



## PLATES





Plate 1 Cantlop Bridge from the west



Plate 2 The mill race from the south



Plate 3 Part of the mill race water management system



Plate 4 Boreton Bridge from the south



Plate 5 Pool from the west



Plate 6 King Street crossroads from the south