

NORFOLK ARCHAEOLOGICAL UNIT

Report No. 935

An Archaeological Evaluation at Bull Lane, Norwich

HER 40192N

Giles Emery

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Frontispiece. An art deco brass trivet (photograph by John Percival NAU)

Contents

Summary

- 1.0 Introduction
- 2.0 Geology and Topography
- 3.0 Archaeological and Historical Background
- 4.0 Methodology
- 5.0 Results
- 6.0 The Finds
- 7.0 Conclusions

Acknowledgements

Bibliography

- Appendix 1: Context Summary
- Appendix 2: Finds by Context
- Appendix 3: Pottery
- Appendix 4: Ceramic Building Material
- Appendix 5: Clay Tobacco Pipe
- Appendix 6: Faunal Remains
- Appendix 7: Small Finds
- Appendix 8: Catalogue of 20th-Century Objects
- Appendix 9: Former Residents of Queens Road

Figures

- Fig.1 Site location
- Fig.2 Trench location plan
- Fig.3 Trench 1, plan of features
- Fig.4 Trenches 2, 5, 6,7 and 8, plan of features
- Fig.5 Trench 3, plan of features
- Fig.6 Trench 1, south-west facing section
- Fig.7 Trench 2, north-east facing section
- Fig.8 Trench 3, north-east facing section
- Fig.9 1789 Anthony Hochstetter plan of the city of Norwich (extract)
- Fig.10 1885 O.S. Map of Norwich (extract)

Local Authority No. 100019340

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Location: Bull Lane, Queen's Road, Bus Station. Norwich
Grid Ref: TG 2290 0793
HER No.: 40192 N
Date of fieldwork: 1st to 5th March 2004, also 16th and 20th April 2004

Summary

An archaeological evaluation was carried out at Bull Lane prior to the redevelopment of Norwich Bus Station. The site was located in an area of known archaeological interest adjacent to the medieval city walls. Three trenches were located across the presumed alignment of the city wall, however, no foundations were encountered. The trenches revealed the top and south side of a raised bank thought to be associated with the construction of the medieval city walls.

A 'way under the walls' was also recorded, as a wheel rutted road way running parallel to the bank. Also found was an 18th-century cellar which probably related to one of cottages known to have been built against the city wall prior to the demolition of both. The Victorian development of Queens Road was particularly visible and consisted of brick cellars which truncated the top platform of the bank.

This archaeological evaluation demonstrated that 18th- and 19th-century construction activity destroyed any remains of the medieval city wall, although a section of the raised bank - on which the wall was constructed - has survived.

1.0 Introduction

(Figs 1 and 2)

Norwich City Council requested a programme of archaeological work resulting from development proposals for works along the highway outside the former Norwich Bus Station. The Norwich Bus Station site was located in an area of archaeological interest adjacent to the projected line of the city wall (Scheduled Ancient Monument (SAM) 10).

The work was commissioned by Steven Hague on behalf of the Norwich City Council and an archaeological evaluation was undertaken in accordance with a Project Design prepared by the Norfolk Archaeological Unit (NAU Ref: 1713/JB). The NAU Project Design was forwarded to Andy Hutcheson at Norfolk Landscape Archaeology (NLA) for information.

An archaeological investigation was required in the form of three trenches each measuring 5m by 1.65m. The trenches were positioned to locate the projected line of the city wall along the southern side of Bull Lane towards the former city gate 'the Brasen Doors' located where Bull Lane and Surrey Street presently intersect.

This investigation hoped to establish the presence or absence of the city wall and, if present, determine the height of surviving masonry. The nature and potential of deposits associated with the wall and any other archaeological deposits encountered would be evaluated.

The site archive is currently held by the Norfolk Museums and Archaeology Service, following the relevant policy on archiving standards.

2.0 Geology and Topography

The site overlies solid chalk geology below gravel and sand (Norwich Crag) with overlying Norwich Brickearth glacial deposits. The site is on surprisingly high ground of 30.27m O.D. and currently serves as a car park. The ground slopes significantly to the east falling by c. 5m across the full extent of the former Bus Station.

3.0 Archaeological and Historical Background

(Fig. 1)

Norwich city wall (SAM 10), a late 13th-century municipal fortification, survives to a greater or lesser extent along the complete length of its original circuit. It survives best, however, on the stretch between Grapes Hill and St Stephen's roundabout. Here its alignment is paralleled by an arterial road (Chapel Field Road) which is dualled and dates from 1975. This road continues eastwards as Queens Road, skirting the bus station to the south.

The wall, which is built principally of flint and mortar with brick detailing, is generally 1.1m wide and some 3m high where it survives. It displays a great many openings and architectural details, many of which date to when buildings were set against it during the 18th and 19th centuries.

The first elements of the masonry wall were built at the very end of the 13th century and the circuit only completed in 1344 (Ayers 2003). An intra-mural road (known as 'the way under the wall' ran inside the line of the city wall. During Kett's Rebellion of 1549, the Earl of Warwick's assault caused breaches to St. Stephens Gate and the adjoining walls. The true scale of this damage, and its extent to the north and south of the gate, is unknown but the city wall enclosing Bull Lane may well have required repairs. A documented episode of major repair mostly to the south of St. Stephen's Gate took place in 1727. During the later 18th century cottages were constructed against both faces of the walls. The gates were all pulled down between 1791 and 1810 (Ayers 2003).

It is commonly supposed that the wall sits on a bank, and that a ditch originally lined its southern edge. This was shown in 1948 when excavations at Barn Road (Jope 1952) revealed that the base of the city wall sat on an earthen bank. The bank was seen again at St Benedict's Gate (Hurst and Golson 1955).

Excavations in 1975 by Norwich Survey along Chapelfield Road (Site 236) showed that the foundations for the wall were very shallow and that they had been cut into sand. Further exploration in 1997, when a small trench against the wall opposite the south-west corner of the Nestle Factory, showed that the wall at this point rested on red-brown sandy clay containing fragments of post-medieval brick (Penn 1997). The most recent excavations of the wall and its environs, located at the former Nestle factory, also reported fragments of post-medieval brick in the wall foundations (Whitmore 2002). Further archaeological works in 2002 reported that the bank on which the wall rests appeared to have been undisturbed since its construction in the 13th century (Birks 2002). These observations suggest that parts of the city wall foundations have been disturbed in the post-medieval period, possibly during phases of domestic construction or repair, while others remain intact.

Cartographic Evidence

Braun and Hogenburgs' printed plan of 1581 depicts Bull Lane as a 'way under the walls' bordering open ground enclosed by a tree and hedge line. Later 17th-century maps all depict similar land use with formal gardens or orchards enclosed in the same manner. The city wall itself is shown in variable forms along the stretch from St. Stephen's Gate to the Brasen Doors. Many historic plans depict two wall towers equally spaced along the Bull Lane stretch. Samuel Kings plan of 1766 shows the first recorded buildings to appear along the road itself. The block of buildings shown runs on the opposite side to the walls from the corner of Bull Lane and 'Upper Surrey Street', formerly named Brazen Lane. Hochstetter's plan of 1789 (Fig. 9) depicts a considerable number of houses and cottages constructed against the walls on both its faces. These 18th century buildings were themselves demolished along with the city wall in the latter half of the 19th century. The 1885 O.S. map (Fig.10) clearly shows the old line of the City wall as a presumed line running through the rear end of the Victorian terraced properties of Queens Road. The Lam Dog public house occupied the end of the Queens Road terrace where Bull Lane met Upper Surrey Street.

4.0 Methodology

(Fig. 2)

The objective of this evaluation was to determine as far as reasonably possible the presence or absence, location, nature, extent, date, quality, condition and significance of any surviving archaeological deposits within the development area. Also to provide information useful in determining what measures are required to preserve archaeological remains threatened by the development proposal. This latter objective included specific aims in determining the absence or presence of the city defences within the area of investigation and to establish and elaborate upon the origins and nature of their construction.

The Brief required the excavation of three trial trenches of 5m by 1.65m in area, and of such a depth as to prove the survival or otherwise of the wall. A safe working depth of c.1.2m limited the depth of the trenches. The area was checked for services by experienced staff and scanned prior to excavation. The locations of the trenches were adjusted where necessary to avoid services and other obstructions.

Archaeological excavation commenced with saw-cutting the trench areas on the tarmac car park surface (with the hard surface material being removed from site). Hard surface material and overburden was removed using a JCB-type 360° excavator with a toothless ditching bucket under constant archaeological supervision. Once opened the trenches were excavated using manual methods.

An experienced operator scanned spoil, exposed surfaces and features with a metal detector. All metal-detected and hand-collected finds, other than those that were obviously modern, were retained for inspection.

All archaeological features and deposits were recorded using NAU *pro forma* sheets. Trench locations, plans and sections were recorded at appropriate scales and colour and monochrome photographs were taken of all relevant features and deposits.

Due to the lack of suitable deposits, no environmental samples were taken.

A level was transferred from an Ordnance Survey benchmark of 25.56m on the north east corner of the Bus Station to a temporary benchmark at the edge of the Bull Lane (30.27m).

The Bull Lane car park was closed to customers for the duration of the ground works. The lane serves as a busy pedestrian thoroughfare so the site was constantly attended by a minimum of one member of staff during the course of the working day. Each trench was suitably caged with anti-climb Heras fencing and appropriate warning signage displayed. Edge protection was maintained throughout the excavation.

Soil arisings were used to backfill the trenches. The ground was consolidated to the capacity of the excavator machine. Surface reinstatement consisted of 100mm Type 1 hardcore, 60mm base and 40mm asphalt.

The work took place in a dry period of weather with only a light shower on the last working day. There were no problems with drainage within the trenches.

On the 16th and the 20th April a series of small trial holes each measuring 1m x 1.2m were excavated by the Norfolk County Council to further determine the survival and extent of possible vestigial remains of the city wall. The trial holes were subject to an archaeological watching brief and the results amalgamated into this report.

5.0 Results (Appendix 1)

(Figs 3, 4, 5, 6, 7 and 8)

The results are described in Trench and phase order.

Trench 1

(Figs 3 and 6)

Medieval bank deposits (c. late 13th century)

The earliest and deepest deposit found in the base of Trench 1 was a very compacted redeposited sandy clay ([65]). The deposit was mottled from mid orange to pale grey and was sterile but for occasional small stones. This material has been interpreted as bank material for the city wall. The highest level that the deposit was encountered was at 29.53m O.D. Two auger investigations were carried out; one in the sondage at the western end of the trench and the other at the eastern limit of the trench. Both investigations proved that deposit [65] continued as a fairly homogenous material to a depth of at least 27.47m O.D. in the western end and at least 27.18m O.D in the eastern end; proving that the bank deposits are a minimum of 2.06 to 2.35m in depth. It is likely that the banking deposits continue to a greater depth.

'The Way under the Walls' (late 13th to 18th century)

Any slope of the banking material was obscured by the features at the eastern end of the trench; where a rutted roadway was incised into the bank deposit; represented by the wheel ruts [21], [19] and [24]. The wheel ruts were aligned north-west to south-east, the same alignment of Bull Lane, and represent the western edge of the road. They were filled by dirty sand and clay mixed deposits from which no finds were recovered. The base of wheel rut [21] contained compacted flint rubble fragments ([106]) utilised as a form of maintenance to infill and repair the rut. An early remnant of metallurgy ([39]) survived on the edge of the roadway truncated by wheel rut [24]. It

consisted of mid orangey brown sandy clay with small rounded and sub-rounded flint stones. This deposit was formed from disturbed bank material and a metallated spread of gravel.

Victorian (19th century)

A circular pit ([71]) 0.62m wide truncated the dark brown silty sand fill [25] of wheel rut [24]. It was 0.6m deep with steep sides and a flat base. It contained deposit [72] a mid brown sandy clay flecked by charcoal and mortar. This pit may be a large posthole, perhaps for scaffolding.

The pit [71] was sealed by a firm layer of mid to dark brown sandy clay ([73]). This deposit also sealed the dark brown silty sand fill ([20]) of wheel rut [19]. It was 0.38m deep and contained occasional charcoal flecks and small stones. Three fragments of post-medieval brick and three fragments of clay tobacco pipe c. 1850/1880 were recovered from this make-up deposit. Above this deposit and partially mixed within it was a lens ([23]) made-up of a moderately stoney orangey brown sandy clay. It was 0.2m deep and may be a tip of redeposited metallating material similar to [39].

A sub-circular concave refuse pit ([1]) rich in butchered animal bone cut [73]. It contained a mid brown silty sand and clay mix ([2]). A roof tile fragment and residual pottery sherds dating to between the 15th to 17th century were recovered from this fill.

Sealing both [73] and [23] was a firm make-up layer ([70]), 0.15m deep. It was a mid brown clay occasionally flecked by charcoal and small brick fragments. Seven fragments of post-medieval brick were retained including one fragment of a paving brick. Several fragments of medieval pottery ranging from between the 10th to 14th centuries were recovered from this deposit. These residual sherds may indicate the disturbance of a medieval deposit by 18th- to 19th-century activities associated with ground works and levelling.

Above [70] was a shallow tip or cut ([69]) 0.15m deep. It contained the mid orangey brown silty sand and clay mix ([68]).

At the western end of the trench was a red brick cellar ([66]) truncating the medieval bank ([65]). The cellar contained brick rubble infill ([67]) from which a brass trivet decorated with an art deco kingfisher design (frontispiece) was recovered.

Modern (c. 20th century)

The make-up layers for the modern car park surface were 0.3m deep. The modern make-up ([26]) consisted of a layer of rubble and soil overlain by a sandy yellow hoggin overlain by mid grey gravel and silt sand supporting the hard tarmac surface.

Trench 2

(Figs 4 and 7)

Medieval bank deposits (c. late 13th century)

The earliest and deepest deposit found in the base of Trench 2 was a very compacted redeposited mid orange clay ([101]). This represents the core of the raised bank for the city wall. It was a convex mound 1.8m wide with fairly steep sides. The southern 'outer face' of the bank was slightly concave and seemed to graduate to a less severe angle than the 'inner' northern face; which appeared as a convex shoulder graduating to an even steeper angle as it ran deeper. The top of this bank core is slightly undulating, perhaps a result of erosion and slippage of its apex.

Sealing [101] on its inner, northern side was the bank deposit [89]; a pale orange clay containing moderate inclusions of gravel. It was less compacted than [101] and represents a secondary sloping deposit to consolidate the bank, its sterile nature suggests this was an early event associated with the period of its construction. Above [89] was a more densely compacted, gravel rich, pale orange clay ([90]) 0.1m deep. It followed the inner slope of the bank and may represent the final consolidation deposit of the bank material at 29.92m O.D. This layer appeared to have slumped slightly from the very top of the bank.

Above [101] on the banks southern, outer face was a mid reddish orange mix of sand and gravel ([100]) 0.4m in depth. It was less compacted than [101] and represents a further deposit to consolidate the bank, its sterile nature suggests this was also an early event associated with the period of its construction. Sealing [100] and forming the top of the bank was a similar deposit of a lighter orange hue.

'The Way under the Walls' (late 13th to 18th century)

A pale greenish grey clay layer ([91]) 0.3m deep sealed the top of the sterile bank deposits. It was occasionally flecked by charcoal and densely compacted. Two abraded sherds of pottery were recovered from this layer. One sherd was medieval dating from between the 11th to 14th century and the other early post-medieval, dating to the 16th century. A pale green silty sand deposit 0.2m deep may represent the truncated remnants of a wheel rut incised into [91]. It was sealed by [98] a mid greyish green silty sand. This loosely compacted cess-stained deposit was 0.3m deep. A small quantity of animal bone and a single fragment of a stoneware jug dating to between the 14th and 15th century was recovered from this deposit. These deposits probably represent the establishment of the 'way under the walls' stained by organic detritus of a late medieval road.

A layer of gravel and dark greyish orange clay ([97]) overlaid the dirty road way deposit [98]. It was 0.15m deep and densely compacted to form a metalled surface. This deposit formed a later formation level and showed no clear evidence of wheel ruts.

The bank deposits at the eastern end of Trench 2 were truncated by the linear feature [107], it may have been the edge of a pit or represent the western edge of the road way observed in Trenches 1 and 2. It contained a well mixed deposit of mid grey silty clay ([84]) of moderate compaction flecked by chalk, brick and charcoal. A single fragment of late medieval pottery dating from the 11th to 14th century and two clay

tobacco pipe fragments of mid to late 17th century or later were recovered from this fill.

A layer of gravel and dark greyish orange clay ([97]) overlaid the dirty road way deposit [98]. It was 0.15m deep and densely compacted to form a metalled surface. This deposit formed a later path or formation level and showed only minor evidence of erosion with no distinct wheel ruts.

Above the metalled surface ([97]) was a layer of mid greyish green clay ([96]) 0.2m deep. Below [96] was a dark greyish green silty sand ([95]) occasionally flecked by brick 0.3m deep. These cess-stained deposits represent build up on top of the metalled layer.

Victorian (19th century)

In the eastern end of the trench a banded sequence of make-up deposits was observed to seal the silty clay deposit [84]. The first of these was a tip of partially crushed red brick rubble ([83]) only 0.1m deep, this was sealed by a second tip of mid orange sand ([82]). Above this was a firm dark greyish orange clay ([81]) 0.2m deep, stained by small patches of cessy clay and containing occasional flecks of brick and charcoal. This dirty deposit was sealed by a clean pale orange sand ([80]) 0.12m deep. A small volume of animal bone and three fragments of burnt red brick and a single residual sherd of pottery dating the 16th to 18th century were recovered from this deposit.

A raft layer of crushed red brick ([79]) 0.1m deep overlaid the sand. Above this was a dark grey silty clay make-up ([86]) occasionally flecked by chalk and brick.

A sub-circular post hole ([77]) 0.6m in diameter with steep sides and a fairly flat base truncated the brick raft at the north-east limit of the trench. It contained a mid grey clay flecked by chalk, charcoal and brick ([78]) deposit.

A mid greyish brown silty clay ([75]) 0.2m deep, flecked by chalk, brick and charcoal, sealed [86]. Constructed upon this moderately compacted material was the foundations of a flint rubble wall bonded by white mortar ([94]), it ran south-west to north-east - extant to a height of 0.25m.

Modern (c. 20th century)

Wall [94] had been truncated to accommodate levelling activity. It was sealed by the thin levelling deposits ([93] and [74]) which support the car park surface.

The flint wall was also truncated to accommodate the route of a vertical sided service trench ([87]) containing a plastic water pipe, observed running north-west to south-east through the trench.

Trench 3

(Figs 5 and 8)

Medieval bank deposits (c. late 13th century)

The earliest and deepest deposit found in the base of Trench 3 was a very compacted redeposited, brownish yellow clay sand ([64]). This material was very similar to the bank deposits observed in Trenches 1 and 2.

'The Way under the Walls' (late 13th to 18th century)

The bank deposit ([64]) observed in the north-east end of the trench and was deeply incised by the western edge of a rutted roadway on the same alignment as Bull Lane, also observed within Trenches 1 and 2. A patch of metalling ([16]) survived on the edge of the roadway truncated by the deep wheel rut ([58]). It consisted of rounded flints up to 0.14m in size indurated into a greenish grey silty sand. This material was contained by [47] the uneven and rutted surface of the bank material.

The rutted roadway was 0.9m deep and consisted of a sequence of infilled wheel ruts of varying size and depth. Whilst some were infilled by silt and clay loams others were purposely infilled with rubble and clay to repair the road surface.

The earliest wheel ruts in the sequence ([60] and [61]) contained a friable mid grey silty loam ([62]) above flint cobbles in their base. Several sherds of pottery dating from the mid 16th to the 18th century and three clay tobacco pipe stem fragments were recovered from this deposit. The deep wheel rut [58] truncated this wheel rut and contained a significant volume of well packed flint cobbles and abraded red brick fragments.

The final wheel rut in the sequence ([45]) exhibited a triple-rutted base and contained a light grey very silty sand ([46]). A single abraded sherd of early post-medieval ware of 16th-century date was found in wheel rut [45] alongside a fragment of roof tile and one fragment of clay tobacco pipe.

Late 1700s

The roadway deposits were truncated by the deep construction cut [17] which contained loose mortar rubble backfill ([44]) located against wall [7]. Wall [7] consisted of a flint and hand made brick foundation bonded by a sandy yellow mortar. The foundation build was 0.32m wide upon which the thinner flint and brick rubble wall was constructed measuring 0.19m wide. It was aligned parallel to the roadway. The base of the wall exceeded the safe limits of the trench and remained unobserved. The deposits on the inside of the wall suggest that it was constructed as the back wall of an early cellar.

Victorian (19th century)

Deposit [41] was contained on the south-west side of wall [7] and may represent infilling of an earlier cellar. It was a loose mix of soil with mortar and flint destruction debris with occasional hand made brick fragments, which continued in depth past the safe limits of the trench.

Fragments of animal bone, oyster shell, a fragment of wine bottle and clay tobacco pipe fragments dating to the mid 19th century and several sherds of pottery dating from late 17th to 18th century were recovered from this fill. This deposit was sealed

by a buried soil ([14]) up to 0.4m deep. The top of this deposit ([12] and [13]) was much firmer and displayed evidence of trampling flecked by tile and brick fragments. More 18th-century pottery was recovered from this layer.

The south-west end of the trench was truncated by Victorian brick cellaring ([3] and [4]). The construction cut for the cellar truncated the trample surface [13]. The walls were constructed of red sandy brick and white mortar and the build was on a north-east to south-west alignment. The cellar exhibited a thin dividing wall and both sides were infilled by loose brick rubble ([10] and [11]). The rubble was machine dug to a depth of 1.2m before being backfilled.

In the north-east corner of the trench was the remnant of a wall ([6]) constructed of the same materials as the Victorian cellars. Its construction trench also truncated the layer trample layer [13].

The flint foundations ([5]) of a wall was observed running north-east to south-west. It was extant to a height of 0.6m and was constructed of large flint cobbles and white mortar with occasional fragments of red brick. The foundations of the wall were investigated by a small sondage. The base of the wall was constructed upon a thin raft 0.07m thick of crushed red brick ([103]) laid down over a firm mixed mid grey deposit of sandy clay ([102]) which was interpreted as levelling deposits over the roadway beneath. A levelling deposit of dirty sand ([15]) containing occasional large fragments of post-medieval brick 0.25m deep overlaid the raft.

Modern (c. 20th century)

All the Victorian walls had been truncated to accommodate the modern levelling deposits that supported the car park surface. Two modern services were observed in Trench 3; a service trench with a concrete bed that truncated the brick wall [6] and the water pipe trench also observed to the south-east in Trench 2.

Trench 4

This trial hole was located amongst the shrubbery on the north side of the current access to the Bus Station (Fig. 2).

'The Way under the Walls' (Late 13th to 18th Century)

A metalled roadway of irregular flints and occasional abraded brick fragments ([112]) was encountered in the base of the trial hole, 0.8m below the modern surface. A thin deposit of dark grey silty clay ([111]) sealed the surface.

Victorian (19th century)

The roadway deposits were sealed by a layer of firm mid grey sandy loam ([110]) 0.11m thick. A 0.14m thick spread of compacted mortar rubble ([109]) containing occasional brick and tile fragments lay above the loam. A dark grey sandy loam build up 0.25m deep sealed this destruction debris.

Modern (c. 20th century)

Overlaying the Victorian deposits was an imported sandy loam ([125]) below a soil bed ([124]). These soils represent recent landscaping.

Trench 5

(Fig.2)

Medieval bank deposits (c. late 13th century)

A compact deposit of redeposited sand ([117]) with occasional clay patches was observed only 0.38m below the modern car park surface. This deposit was similar to the bank deposits previously recorded in Trench 2.

Victorian (19th century)

The back edge of a brick cellar ([113]) was observed, aligned parallel with Bull Lane and Queens Road, roughly faced with flint cobbles and yellowish mortar. Its construction cut ([116]) was very steep-sided and infilled with a sand and clay mix ([115]). A thin layer of mortar and flint destruction debris ([114]) sealed the infill.

Trench 6

Fig. 2

Medieval bank deposits (c. late 13th century)

Similar deposits were encountered to those previously observed in Trench 2. The bank was made up of a sterile clay sand ([123]) below a mottled mix of pale brown and grey silty sand ([122]).

Victorian (19th century)

Sealing the bank deposits was a grey sandy loam ([121]) below a levelling material of crushed yellowish beige mortar ([120]). These make-up deposits supported a thin greyish beige mortar surface ([119]). The surface had been mostly demolished and was sealed by a well mixed destruction layer ([118]) of mid grey soil and brick, flint and mortar rubble fragments.

Trenches 7 and 8

(Fig.2)

These trial holes were excavated to the east and west of evaluation Trench 2. They both encountered the back edges of Victorian cellars similar to that observed in Trench 5

6.0 The Finds (Appendix 2)

The Pottery (Appendix 3)

A total of forty-five fragments of pottery, weighing 0.670kg, were recovered from the evaluation. The ceramics are mainly post-medieval in date, although a small quantity of medieval pottery is also present.

Methodology

The ceramics were quantified by number of sherds present in each context, the estimated number of vessels represented and the weight of each fabric. Other characteristics such as condition and decoration were noted, and a date range for the pottery in each context was established. The pottery was catalogued on *pro forma* sheets by context using letter codes based on fabric, form and decoration.

The fabric codes are based mainly on those identified by Jennings (1981) supplemented by additional ones compiled by the Suffolk Archaeological Unit (S Anderson, unpublished fabric list).

The Medieval Pottery

Ten fragments of pottery weighing 0.073kg are medieval in date, although three of these are unstratified. Five fragments were found in [70], a clay make-up deposit in Trench D. A glazed ware of Grimston-type was found with fragments of Local medieval unglazed wares, together with a sherd of fine hard cream earthenware containing occasional quartz inclusions, which is likely to be a product of Northern France, dating to between the 10th and 12th centuries. A single fragment of Local medieval unglazed ware was present in [84], a mid grey silty clay deposit. An abraded sherd of a medieval coarseware was found as a residual element in [91], a redeposited clay layer.

The Post-medieval Pottery

Thirty-five fragments of pottery, weighing 0.597kg, are post-medieval. A small quantity of this material is transitional in date between the medieval and early post-medieval period. A single fragment of a Langerwehe stoneware jug was present in [98], a cess-stained sandy deposit, dating to between the 14th and 15th century. Three fragments of a Dutch-type redware vessel were recovered from [2], the fill of a refuse pit in Trench 1, and abraded sherds of Local early post-medieval ware of 16th-century date were found in wheel-rut [45] in Trench 3 and in redeposited clay deposit [91] in Trench 2.

Several sherds of pottery were recovered from the fills of wheel-ruts [60] and [61]. Fragments of Glazed red earthenwares include the rim of a jar or pipkin. In addition small fragments of Yellow Border ware, Tin-glazed earthenware and a Slipware bowl are present. Perhaps the most unusual sherd is a very worn fragment of buff earthenware which has been tin-glazed and has the faded remains of further decoration. This is likely to be a fragment of Valencian lustreware, although a late variant dating probably to the 17th century. Such Spanish imported wares have been found on other sites in the centre of Norwich although they are rare. Sherds have been found at Dragon Hall (Anderson forthcoming), and the St Stephen's Street well

(Jennings and Atkins 1981, 19). An example of Spanish lustreware, which is probably earlier in date, was found at Botolph Street (Evans 1985,108).

Post-medieval pottery of a later date was recovered from [41], a deposit of destruction debris in Trench 3. In addition to Glazed red earthenware, fragments of Staffordshire slipware and Staffordshire manganese glazed ware vessels date to between the late 17th and 18th century. Several joining fragments of a tin-glazed earthenware dish with a central blue rosette and blue band around the rim are also likely to be contemporaneous.

The pottery found in buried soil deposit [13] in the same trench includes a fragment of Staffordshire white salt-glazed stoneware, dating from 1720-80.

Sherds of a mixed date were found in the backfill [12] of the cut for the brick cellars. In addition to some earlier wares, a fragment of a Creamware bowl and a sherd of Late slipped redware indicate a deposition date of after the middle of the 18th century.

Conclusions

The pottery recovered from the evaluation covers a date range from the medieval through to the late post medieval and modern periods. The range of ceramics and the comparatively wide variety of imported wares from Northern France, the Rhineland, the Low Countries and Spain are typical of assemblages of this date in the centre of Norwich.

Ceramic Building Material (Appendix 4)

The site produced eighteen fragments of ceramic brick and tile, weighing 3.422kg. The majority of the assemblage is post medieval brick, plain roof tile and paving brick (3.111kg) whilst two pieces of medieval were also collected (0.311kg). Brick recovered from contexts [73] and [80] shows evidence of the material having been affected by great heat.

Flint

A single fragment of flint was recovered but proved to be a recently struck flake from modern activity

Clay Tobacco Pipe (Appendix 5)

Twenty-six fragments of clay tobacco pipe were recovered, weighing 0.147kg. The assemblage consists of bowl and stem fragments, some of which have stamped heels.

Methodology

The dating of the assemblage has been principally based on the London-type series of bowl forms (Oswald 1975) and the previously published and analysed material from Norwich (Atkin 1985). No attempt was made to employ stem bore dating techniques.

Diagnostic forms

- Context [41], one of the pedestal bases has 'WA' incorporated into the heel. Two possible makers have these initials; William Andrews c. 1850 and William Atterton c. 1851

- Context [62], of three stem fragments one was charred either by being burnt or smoked.
- Context [67], one upright bowl with a heart-shaped base with a date range of mid-to-late 17th century.
- Context [73], one bowl fragment with a date range of c. 1850/1880 displays the makers initials 'J or L' and probably a 'reversed P' incorporated into its pedestal base.

Discussion

The typological date range for the assemblage falls between the mid to late 17th century and the mid 19th century. The earliest identifiable fragment was residual and recovered from [67] the infill of a Victorian cellar.

Faunal Remains (Appendix 6)

A total of 4.387kg of bone, consisting of 122 pieces, were recovered from a total of ten contexts. The assemblage consisted mostly of primary and secondary butchering, with some skinning waste.

Methodology

The bone was examined using a modified version of Davis (1992). The remains were scanned for basic information recording identifiable species, ages where possible and briefly noting butchery and pathological conditions. The total number of pieces identifiable to a species was recorded on the faunal remains record sheet along with the number of measurable and 'countable' bones for each species following guidelines in Davis (1992). The total weight for each context was also recorded.

Results and conclusions

Bone was found in a total of ten contexts. All of the bone was, overall, in good condition, although much was quite fragmentary due to butchering and general taphonomy. Canid gnawing was noted in context [14]. Which may suggest that waste material was deposited but not buried and left open to scavenger activity. Some elements were found that could be measured to provide information on animal size and breeds, but there were too few for meaningful analysis.

The majority of the assemblage from Bull Lane was recovered from context [2], which is dated to between the 15th to 17th centuries. A total of 3.124kg was yielded from context [2], which represented just over 71% of the whole assemblage. Butchered remains of adult cattle were recovered; this butchering included a tibia with numerous knife cuts over the shaft of the bone, which would have probably occurred when the animal was skinned, although some cuts could be attributed to removal of the meat. A single femur fragment and numerous molars and pre-molars from a large equid (horse) were also produced from context [2]; the wear on the teeth of the equid and the deposits of calculus would suggest a mature horse that had reached a natural death from old age. A single molar was also recovered that was identified as sheep/goat. Many of the pieces of bone from this context were unidentifiable to species and only recorded as 'mammal', some of these bones had been butchered.

The remaining material produced the butchered remains of cattle and sheep/goat in most contexts, both the cattle and sheep/goat remains included primary and skinning evidence and waste from food. All of the cattle remains from this site were from adult animals. The remains of the sheep/goat were from a wide age range with juveniles, adults and mature animals of eight years or over present. The wide age range of the sheep/goat is indicative of multiple uses for these animals, including breeding, milking and fleece production. Secondary butchery waste from pigs was found in contexts [73] and [80], which would be from food waste.

One chicken tibiotarsus was found within the remains from context [98], which is dated to the 15th and 16th centuries. The bone showed knife cuts at the distal end showing the bird had been butchered for meat which would have been its primary use in this period; the birds would have also been kept locally for their egg production.

Small Finds (Appendix 7)

The site produced two small finds. The assemblage consists of a George III silver shilling dated 1819 (SF1) recovered from the spoil of Trench 3 and a fragment of copper alloy waste (SF2 0.012kg) recovered from the spoil of Trench 2.

Glass

Two fragments of post-medieval wine bottle were recovered from contexts [12] and [41].

Shell

Marine mollusc weighing 0.201kg was collected and consists of Oyster shell, discarded as food refuse.

Objects of 20th century date (Appendix 8)

The material from this group includes a brass trivet with 1930s art deco sunrise pattern featuring a 'kingfisher holding minnow perched upon a water lilly' (frontispiece) and a furniture handle with foliate decoration. Both these objects were recovered from context [67], the rubble infill of the Victorian cellar in Trench 1 (relating to No.62 Queens Road).

7.0 Conclusions

Medieval Bank deposits (c. late 13th century)

Redeposited sandy clay and clay deposits making up the raised bank of the city wall were present in all three trenches. The profile of the bank and its construction was best demonstrated in Trench 2 (Figures 4 and 7) and consisted of a solid clay core with tips of redeposited natural making up the top platform of the bank, the bank demonstrated a steep slope on its inner side, probably the beginnings an inner ditch observed in previous investigations of the City Wall. The bank deposits were sterile of finds and no extant footings for the town wall were observed.

'The Way under the Walls' (late 13th to 18th century)

The western edge of a deeply wheel-rutted roadway was observed following the alignment of the bank and incised into it. It was observed within all three trenches and in the base of Trench 4, the most westerly trial hole. Traces of metalling had escaped erosion and survived at the edge of the road. This deposit was formed from

disturbed bank material and a metalled spread of gravel and laid in a concerted effort to slow down the constant process of erosion by cart wheels. Whilst some ruts were infilled by silt and clay loams others were purposely infilled with rubble and clay to repair the road surface. A small quantity of residual medieval pottery hints at its earliest beginnings. The majority of pottery from the roadway was dated from between the 16th to 18th centuries, no 19th-century finds were recovered from the road way suggesting that the road fell out of use as a major thoroughfare around the time that the 18th-century cottages were built against the walls. A later deposit of metalling observed in Trench 2 showed only minor evidence of erosion with no distinct wheel ruts.

Late 1700s

A flint wall running parallel to the road way was observed in Trench 3 (Fig. 5 and 8). Its construction truncated the edge of the roadway but appeared to respect its alignment suggesting the way under the walls was still in use after its construction. The wall appeared to retain a soil and rubble infilled cellar of unknown depth. The wall was buried by a soil build up or levelling associated with its destruction. This build represents a pre-Victorian phase, probably relating to the cottages and buildings known to have been constructed against the city wall in the late 18th century but demolished along with the wall prior to the creation of the Queens Road terraces.

Victorian (19th century)

Evidence of the Victorian properties of Queens Road, which was constructed on the alignment of the City Wall itself (Fig. 10), existed in all three trenches.

Trench 1 encountered the cellar belonging to House No. 62, Trench 2 encountered the foundations associated with No.52 and Trench 3 encountered the cellars and wall foundations of House No.46 (see Appendix 9 for names of former residents).

The Victorian cellars of the Queens Road properties appear to have truncated away the top platform of the bank. The remains of Victorian flint rubble wall foundations were observed in Trenches 2 and 3. The wall foundations rest upon made up ground and a crushed red brick raft, possibly the remnants of local demolition. A post-hole in Trench 2 truncated the raft but was sealed by more Victorian make up deposits indicting a short lived scaffold post. A similar post hole in Trench one may have served the same purpose. The ephemeral remnants of a mortar floor or yard surface was observed in Trench 6.

The evaluation trenches and the trial holes all demonstrated that the Victorian cellars of the Queens Road properties have truncated away any previously extant City Wall remains. It seems most likely that the length of the wall along Bull Lane and any adjoining 18th century properties were demolished in advance of the Victorian development of Queens Road.

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Appendix 1: Context Summary

Context	Trench	Type	Description	Period
1	1	Cut	Shallow pit	Victorian
2	1	Deposit	Refuse rich fill of pit [1]	Victorian
3	3	Masonry	Brick cellar wall	Victorian
4	3	Masonry	Brick cellar wall and possible step	Victorian
5	3	Masonry	Flint rubble wall foundation	Victorian
6	3	Masonry	Brick wall remnant	Victorian
7	3	Masonry	Thin flint wall and foundation build	Late 1700s
8	3	Cut	Water pipe trench	Modern
9	3	Cut	Construction cut for brick cellars	Victorian
10	3	Deposit	Cellar infill: brick rubble	Modern
11	3	Deposit	Cellar Infill: brick rubble and mortar waste	Modern
12	3	Deposit	Backfill of construction cut [9]	Victorian
13	3	Deposit	Trampled buried brownish grey soil	Victorian
14	3	Deposit	Buried soil build-up	Victorian
15	3	Deposit	Dirty sand and occasional brick rubble	Victorian
16	3	Deposit	Stoney metalled surface infilling [47]	Late 13th to 18th century
17	3	Cut	Construction cut for flint wall 7	Late 1700s
18	3	Masonry	Concrete bed for services	Modern
19	1	Cut	Wheel rut	Late 13th to 18th century
20	1	Deposit	Fill of wheel rut [19]	Late 13th to 18th century
21	1	Cut	Wheel rut	Late 13th to 18th century
22	1	Deposit	Fill of wheel rut [21]	Late 13th to 18th century
23	1	Deposit	Metalling	Late 13th to 18th century
24	1	Cut	Wheel rut/edge of roadway	Late 13th to 18th century
25	1	Deposit	Fill of [24]	Late 13th to 18th century
26	3	Deposit	Make up of modern surface	Modern
27	3	Cut	Service trench containing [18]	Modern
28	3	Deposit	Backfill of [27]	Modern
29	3	Deposit	Mortar waste backfill of [30]	Victorian
30	3	Cut	Construction cut associated with [3]	Victorian
31-38	VOID			
39	1	Deposit	Truncated metalled surface	Late 13th to 18th century
40	3	Deposit	Infill of water pipe trench [8]	Modern
41	3	Deposit	Soil/mortar/flint destruction mix	Victorian
42	3	Cut	Construction cut of wall 6	Victorian
43	3	Deposit	Mortar rich backfill of [42]	Victorian
44	3	Deposit	Loose crushed mortar fill of [17]	Late 1700s
45	3	Cut	'Treble based wheel rut'	Late 13th to 18th century
46	3	Deposit	Silty fill of [45]	Late 13th to 18th century
47	3	Cut	U-profiled wheel rut	Late 13th to 18th century
48	3	Cut	U-profiled wheel rut	Late 13th to 18th century
49	3	Deposit	Mortar fill of wheel rut [48]	Late 13th to 18th century
50	3	Cut	Thinly incised wheel rut	Late 13th to 18th century
51	3	Deposit	Fill of wheel rut [50]	Late 13th to 18th century
52	3	Cut	Wheel rut	Late 13th to 18th century
53	3	Deposit	Fill of wheel rut [52]	Late 13th to 18th century
54	3	Cut	Wheel rut	Late 13th to 18th century
55	3	Deposit	Fill of wheel rut [54]	Late 13th to 18th century
56	3	Cut	Wheel rut	Late 13th to 18th century
57	3	Deposit	Clay fill of wheel rut [56]	Late 13th to 18th century
58	3	Cut	Deeply incised wheel rut	Late 13th to 18th century
59	3	Deposit	Fill of wheel rut [58]	Late 13th to 18th century

Context	Trench	Type	Description	Period
60	3	Cut	Wheel rut	Late 13th to 18th century
61	3	Cut	Thin wheel rut	Late 13th to 18th century
62	3	Deposit	Fill of wheel ruts [60] + [61]	Late 13th to 18th century
63	3	U/S	SF: 1 (George III 1819AD shilling)	Georgian
64	3	Deposit	Redeposited clay/sand: bank material	c. Late 13th century
65	1	Deposit	Redeposited clay/sand: bank material	c. Late 13th century
66	1	Masonry	Brick cellar wall	Victorian
67	1	Deposit	Rubble infill of cellar [66]	Victorian
68	1	Deposit	Dirty sand and clay mix make-up	Victorian
69	1	Deposit	Shallow cut containing [68]	Victorian
70	1	Deposit	Mid brown clay make-up	Victorian
71	1	Cut	Pit	Victorian
72	1	Deposit	Mid brown sandy clay fill of pit [71]	Victorian
73	1	Deposit	Modern make-up deposits	Modern
74	2	Deposit	Hardcore make-up for car-park surface	Modern
75	2	Deposit	Mid greyish brown silty clay make-up	Victorian
76	2	Deposit	Orange sand make-up	Victorian
77	2	Cut	Post-hole	Victorian
78	2	Deposit	Mid grey clay fill of post-hole [77]	Victorian
79	2	Deposit	Layer of crushed red brick	Victorian
80	2	Deposit	Pale orange sand make-up	Victorian
81	2	Deposit	Dark greyish orange clay, cess stained	Victorian
82	2	Deposit	Thin layer of mid orange sand	Victorian
83	2	Deposit	Red brick rubble layer	Victorian
84	2	Deposit	Mid grey silty clay, contained by [107]	Late 13th to 18th century
85	2	Masonry	Flint wall same as [94]	Victorian
86	2	Deposit	Dark grey silty clay make-up	Victorian
87	2	Cut	Water pipe trench, same as [8]	Modern
88	2	Deposit	Fill of [87]	Modern
89	2	Deposit	Orange clay: bank deposit	c. Late 13th century
90	2	Deposit	Redeposited orange clay and frequent gravel	c. Late 13th century
91	2	Deposit	Pale greenish grey redeposited clay	Late 13th to 18th century
92	2	Deposit	Pale green silty sand	Late 13th to 18th century
93	2	Deposit	Mid grey clay make-up	Modern
94	2	Masonry	Flint wall	Victorian
95	2	Deposit	Greyish green silty sand (cess stained)	Late 13th to 18th century
96	2	Deposit	Mid greyish green clay	Late 13th to 18th century
97	2	Deposit	Metalled surface	Late 13th to 18th century
98	2	Deposit	Greyish green silty sand (cess stained)	Late 13th to 18th century
99	2	Deposit	Orange sand + gravel: bank deposit	c. Late 13th century
100	2	Deposit	Reddish sand + gravel: bank deposit	c. Late 13th century
101	2	Deposit	Mid orange clay: bank deposit	c. Late 13th century
102	3	Deposit	Mix of mid grey clay/sandy loam	Victorian
103	3	Deposit	Crushed brick 'raft' layer	Victorian
104	2	U/S	Pottery recovered from spoil	11-18th
105	2	Deposit	Car-park surface	Modern
106	1	Deposit	Rubble fill of wheel rut [106]	L13-18th
107	2	Cut	Edge of road way	L13-18th
108	4	Deposit	Dark grey soil	Modern
109	4	Deposit	Destruction Layer (mortar rich)	Victorian
110	4	Deposit	Sandy loam	Victorian
111	4	Deposit	Dark grey silty clay	Late 13th to 18th century
112	4	Deposit	Metalling	Late 13th to 18th century
113	5	Masonry	Brick cellar	Victorian
114	5	Deposit	Destruction layer	Modern

Context	Trench	Type	Description	Period
115	5	Deposit	Backfill of [116]	Victorian
116	5	Cut	Construction cut	Victorian
117	5	Deposit	Redeposited sand: bank material	c. Late 13th century
118	6	Deposit	Destruction layer	Modern
119	6	Deposit	Mortar surface	Victorian
120	6	Deposit	Crushed mortar make-up	Victorian
121	6	Deposit	Grey sandy loam	Victorian
122	6	Deposit	Mottled mix of redeposited sand	c. Late 13th century
123	6	Deposit	Redeposited clay sand: bank material	c. Late 13th century
124	4	Deposit	Sandy loam	Modern
125	4	Deposit	Soil bed	Modern

Appendix 2: Finds by Context

Context	Material	Quantity	Weight (kg)	Period
02	Pottery	3	0.016	Post-medieval
02	Ceramic building material	1	0.025	Post-medieval
02	Flint	1	-	Prehistoric
02	Animal bone	-	3.124	-
12	Pottery	4	0.035	Post-medieval
12	Clay tobacco pipe	4	0.019	Post-medieval
12	Bottle glass	1	-	Post-medieval
12	Animal bone	-	0.012	-
13	Pottery	3	0.029	Post-medieval
13	Clay tobacco pipe	2	0.012	Post-medieval
14	Pottery	4	0.105	Post-medieval
14	Ceramic building material	1	0.264	Medieval
14	Clay tobacco pipe	1	0.006	Post-medieval
14	Animal bone	-	0.480	-
14	Shell	-	0.019	-
41	Pottery	11	0.216	Post-medieval
41	Clay tobacco pipe	5	0.025	Post-medieval
41	Bottle glass	1	-	Post-medieval
41	Animal bone	-	0.276	-
41	Shell	-	0.182	-
46	Pottery	1	0.009	Post-medieval
46	Ceramic building material	1	0.045	Post-medieval
46	Clay tobacco pipe	1	0.004	Post-medieval
59	Clay tobacco pipe	2	0.016	Post-medieval
62	Pottery	13	0.136	Post-medieval
62	Pottery	2	0.157	Medieval and post-medieval
62	Clay tobacco pipe	3	0.007	Post-medieval
62	Animal bone	-	0.020	-
63	Silver (SF1)	1	-	Post-medieval
67	Clay tobacco pipe	3	0.031	Post-medieval
67	Copper Alloy	2	-	Modern
70	Pottery	5	0.018	Medieval and post-medieval
70	Ceramic building material	7	1.587	Post-medieval
70	Animal bone	-	0.024	-
73	Ceramic building material	3	1.022	Post-medieval
73	Clay tobacco pipe	3	0.019	Post-medieval
73	Animal bone	-	0.230	-
78	Iron nail	1	-	-
78	Animal bone	-	0.014	-
80	Pottery	1	0.009	Post-medieval
80	Ceramic building material	3	0.322	Post-medieval
80	Animal bone	-	0.066	-
84	Pottery	1	0.005	Medieval
84	Clay tobacco pipe	2	0.008	Post-medieval
91	Pottery	2	0.009	Medieval
98	Pottery	1	0.005	Post-medieval
98	Animal bone	-	0.141	-
104	Pottery	4	0.071	Medieval and post-medieval
104	Copper alloy (SF2)	1	-	-

Appendix 3: Pottery

Context	Fabric	Form	Quantity	Weight (kg)	Date
2	Dutch-type redwares	Body	3	0.016	15th to 17th century
12	Creamware	Bowl	1	0.5	1740 to 1880
12	Yellow Border ware	Body	1	0.012	1550 to 1700
12	Late slipped redware	Body	1	0.002	18th to 19th century
12	Glazed red earthenware	Bowl	1	0.015	16th to 18th century
13	Glazed red earthenware	Body	1	0.016	16th to 18th century
13	Staffs slipware	Body	1	0.006	1650 to 1800
13	Staffs white salt-glazed stoneware	Body	1	0.006	18th century
14	Staffordshire	Dish	1	0.026	1600 to 1800
14	Westerwald stoneware	Body	1	0.034	17th to 18th century
14	Glazed red earthenware	Jar	0	0.045	16th to 18th century
41	Glazed red earthenware	Bowl	1	0.034	16th to 18th century
41	Glazed red earthenware	Body	2	0.006	16th to 18th century
41	Staffs slipware	Mug	1	0.006	1650 to 1800
41	Staffordshire manganese glazed ware	Mug?	1	0.003	Late 17th to 18th century
41	Tin-glazed earthenware plain	Dish	1	0.016	16th to 18th century
41	Tin-glazed earthenware	Dish	1	0.157	16th to 18th century
46	Local early post-medieval ware	Body	1	0.009	16th century
62	Glazed red earthenware	Body	6	0.057	16th to 18th century
62	Glazed red earthenware	Jar/pipkin	1	0.009	16th to 18th century
62	Glazed red earthenware	Cooking pot?	1	0.021	16th to 18th century
62	Glazed red earthenware?	Base	1	0.029	16th to 18th century
62	Yellow Border ware	Body	1	0.004	1550 to 1700
62	Tin glazed earthenware	Body	1	0.001	16th to 18th century
62	North Holland slipware?	Bowl	1	0.01	16th to 18th century
62	Late Valencian lustreware?	Body	1	0.005	Medieval to post-medieval
70	Local medieval unglazed ware	Body	2	0.004	11th to 14th century
70	Grimston ware	Body	1	0.004	Late 12th to 14th century
70	Beauvais?	Body	1	0.006	10th to 12th century
70	?Local medieval unglazed ware	Body	1	0.003	11th to 14th century?
80	Glazed red earthenware	Body	1	0.009	16th to 18th century

Context	Fabric	Form	Quantity	Weight (kg)	Date
84	Local medieval unglazed ware	Body	1	0.005	11th to 14th century
91	Local early post-medieval ware	Body	1	0.002	16th century
91	Miscellaneous	Body	1	0.007	11th to 14th century
98	Raeren stoneware	Jug	1	0.005	15th to 16th century
104	Local medieval unglazed ware	Cooking pot	1	0.018	11th to 14th century
104	Local medieval unglazed ware	Body	1	0.022	11th to 14th century
104	Medieval coarseware?	Body	1	0.004	11th to 14th century
104	Glazed red earthenware	Base	1	0.026	16th to 18th century

Appendix 4: Ceramic Building Material

Context	Form	Quantity	Weight (kg)	Period
02	Roof tile	1	0.025	Post-medieval
14	Brick	1	0.264	Medieval
46	Roof tile	1	0.045	Post-medieval
62	Brick	1	0.047	Medieval
62	Roof tile	1	0.110	Post-medieval
70	Brick	6	1.401	Post-medieval
70	Paving brick	1	0.186	Post-medieval
73	Brick	3	1.022	Post-medieval
80	Brick	3	0.322	Post-medieval

Appendix 5: Clay Tobacco Pipe

Context	Stems	Ped. frag.	Bowls	Insignia	Date
2	4				
13	2				
14	1				
41	2	3		WA	c.1850
46		1			
59	1	1			
62	3				
67	2		1		M-L17th
73	1		2	J/L? + reverse P	c.1850/1880
84	2				

Appendix 6: Faunal Remains

Context	Total Qty	Wt (g)	Species	Sp. Qty	Age	Butchering	Comments
2	84	3124	Cattle	4	adult	butchered	tibias-chopped and many cuts, cut femur
			Sheep/goat	1	adult		molar
			Equid	21	mature		femur fragment and well worn molars/premolars
			Mammal	58		butchered	
12	1	12	Sheep/goat	1	adult	chopped	metatarsal
14	5	480	Cattle	1	adult	butchered	chopped and cut humerus, also gnawed
			Sheep/goat	1		butchered	chopped and cut tibia shaft
			Mammal	3		butchered	chopped and cut pelvis and rib fragments
41	4	276	Sheep/goat	2	Juv. & adult	cut	cut metacarpal, unfused radius
			Mammal	1		butchered	large mammal fragment
62	1	20	Cattle	1	adult	cut	proximal phalange, cut at proximal end
70	2	24	Sheep/goat	2	adult	chopped	metacarpal and ulna
73	7	230	Sheep/goat	1	mature		mandible with very worn teeth, 8yrs old or more
			Pig	1		chopped	humerus shaft
			Mammal	5		butchered	
78	2	14	Mammal	2		butchered	large mammal fragment
80	3	66	Cattle	1	adult	chopped	scapulae fragment
			Pig	2	juvenile	butchered	femur and humerus
98	13	141	Sheep/goat	4	adult	butchered	humeri, metatarsal, radius, some skinning cuts
			Chicken	1	adult	cut	tibiotarsus with cuts at the distal end
			Mammal	9		butchered	medium to large mammal fragments

Appendix 7: Small Finds

Small Find	Context	Qty	Material	Object Name	Description	Date
1	63	1	Silver	Coin	George III shilling	1819
2	104	1	Copper alloy	Waste	Fragment wt.12g	

Appendix 8: Catalogue of 20th Century Objects

Context	Quantity	Material	Object Name	Description	Period/date
67	1	Brass	Trivet	Kingfisher on Lilly motif	1920-30s
67	1	Copper Alloy	Furniture Fitting	Handle (Discarded)	20th century

Appendix 9: Former Residents of Queens Road

		Trench 1	Trench 2	Trench 3
Date	Source	House No. 62	House No. 52	House No. 46
1883	Eyeres' Norwich Directory	Sayer Mrs.Rebecca	Grubb George	Fiddy Robert
1911	Jarrolds' Norwich Directory	Gower Mrs.Mary Ann	Grimble Samuel	(Vacant)
1914	Jarrolds' Norwich Directory	Gower Mrs.Mary Ann	Grimble Samuel	Mills Mrs.G.
1954	Jarrolds' Norwich Directory	Copley Walter.C	Rodwell Frasier	* Bates Mrs./Wallace Archibald

*NB: Nos. 44-40: Eastern Counties Omnibus Co. Ltd , demolition of 4 adjacent properties for access

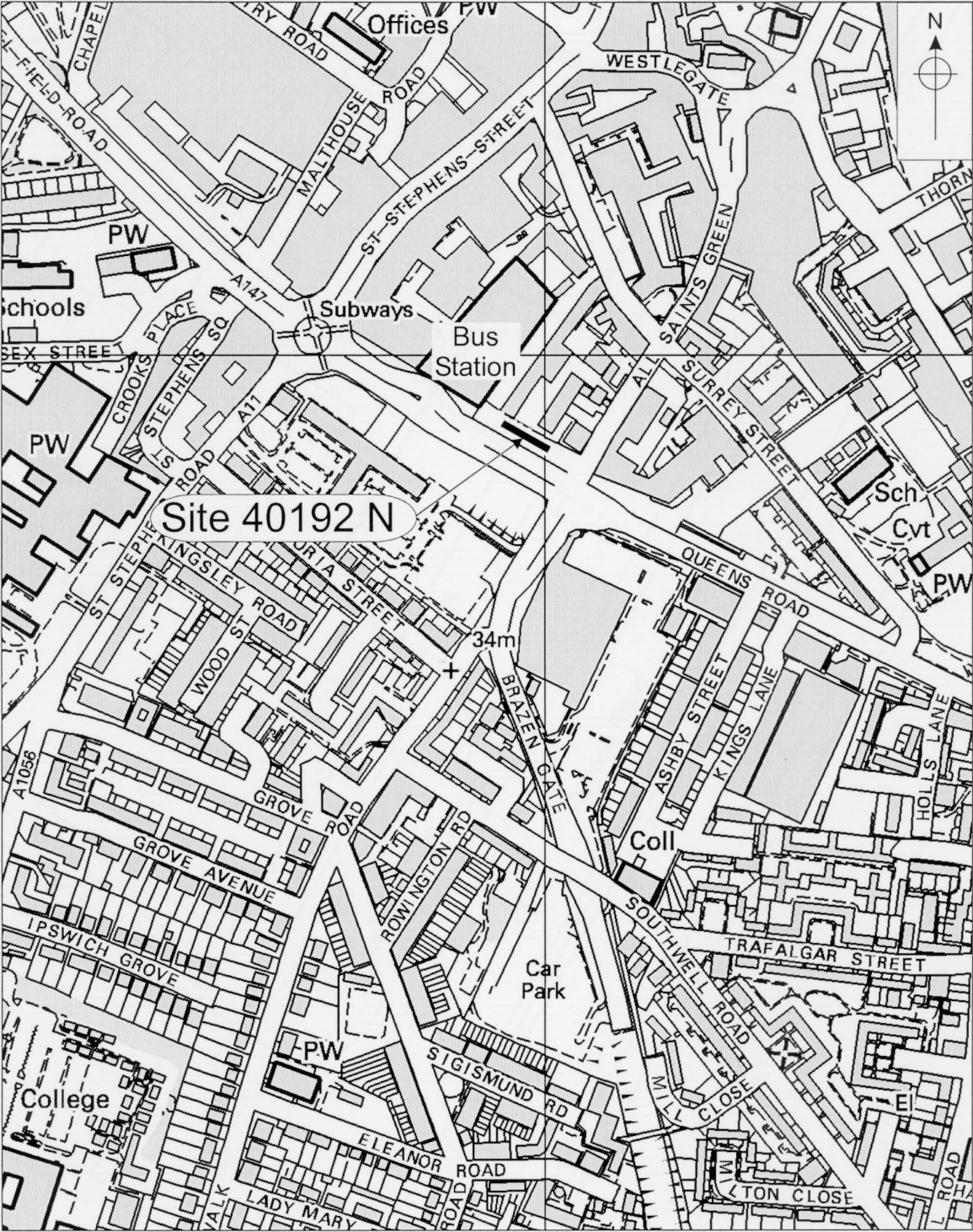


Figure 1. Site location. Scale 1:5000

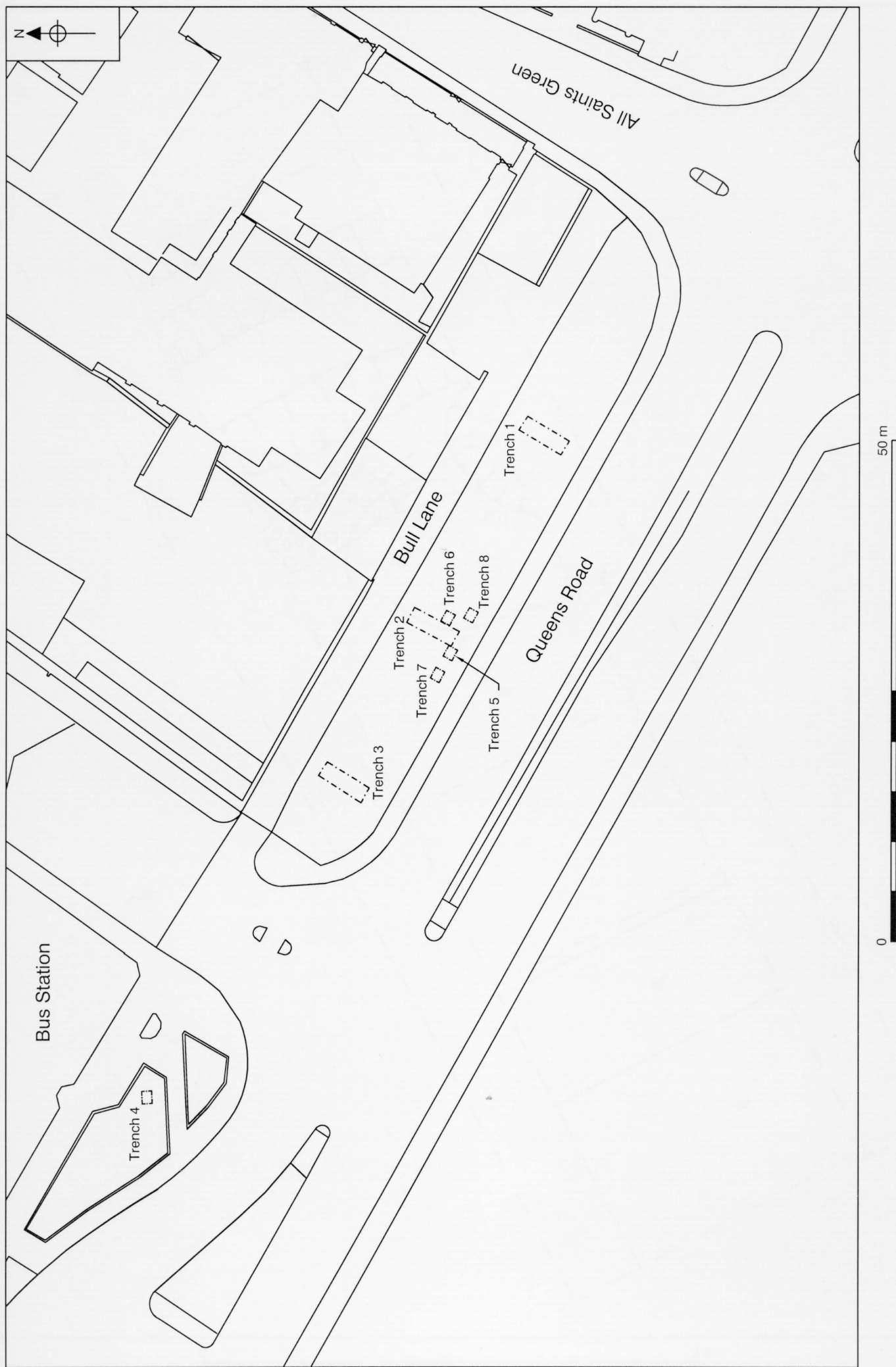
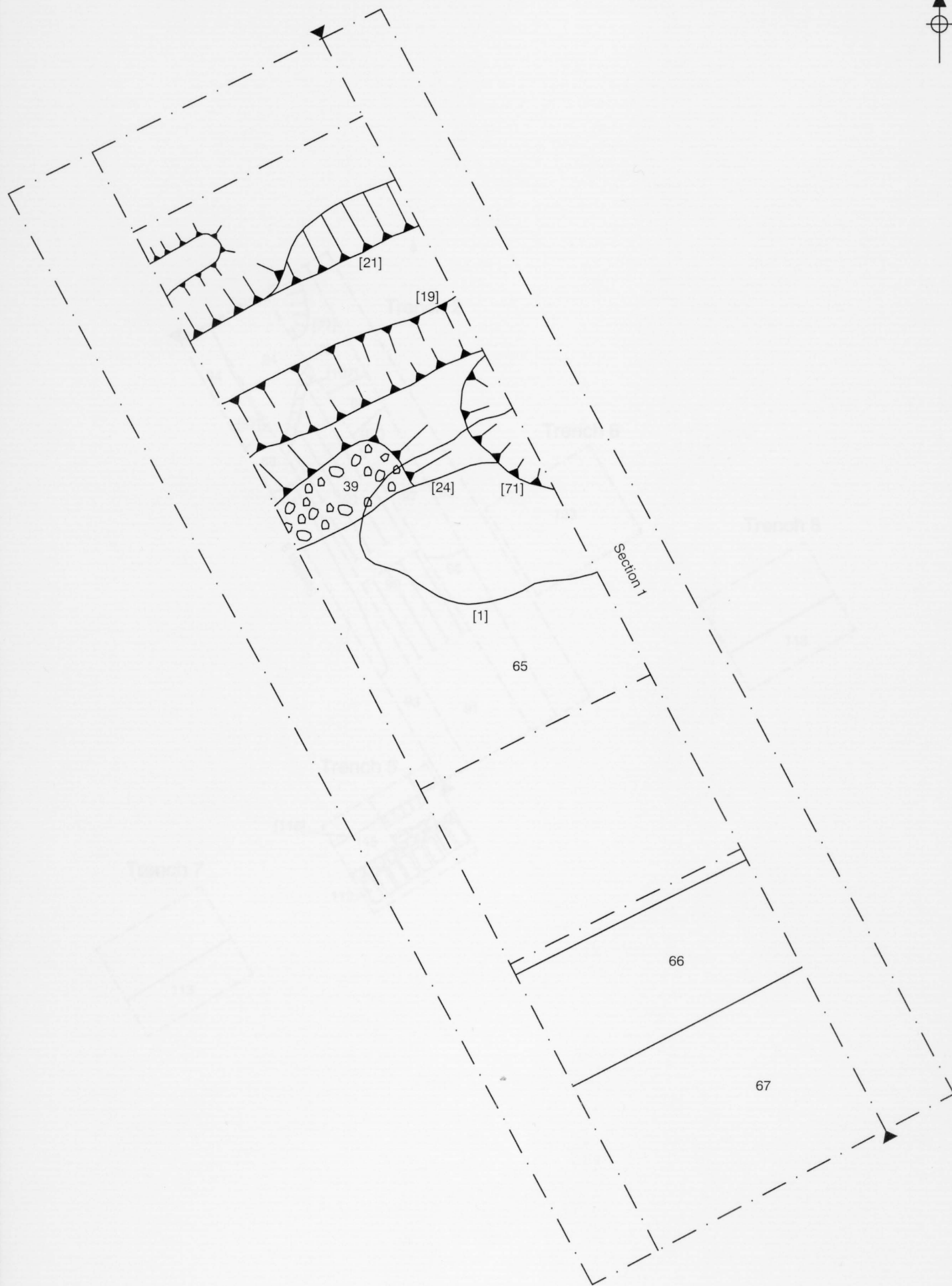
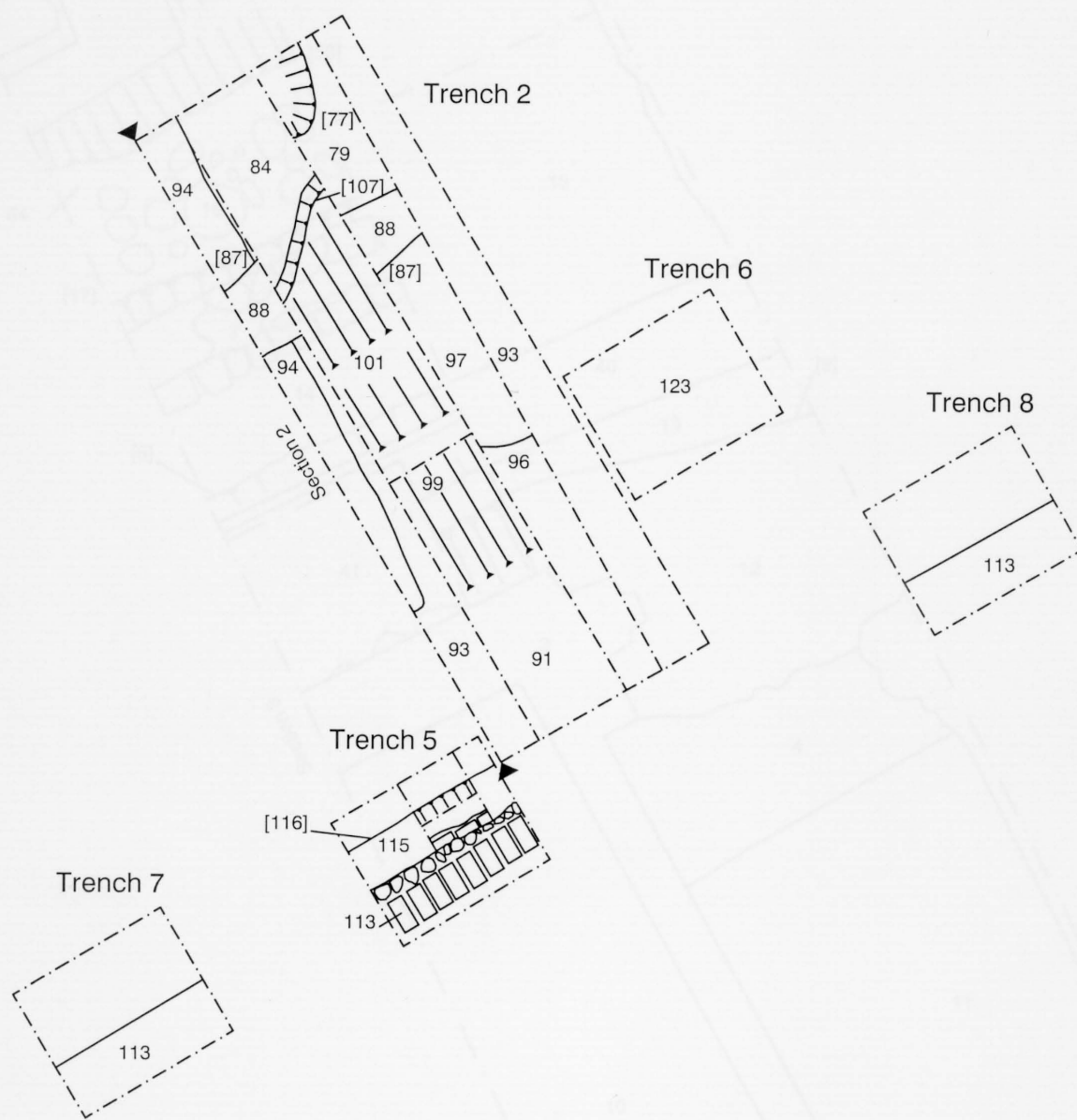


Figure 2. Trench location plan. Scale 1:500.



0 2 m

Figure 3. Trench 1, plan of features. Scale 1:20.



0 5 m

Figure 4. Trenches 2, 5, 6, 7 and 8, plan of features. Scale 1:50.

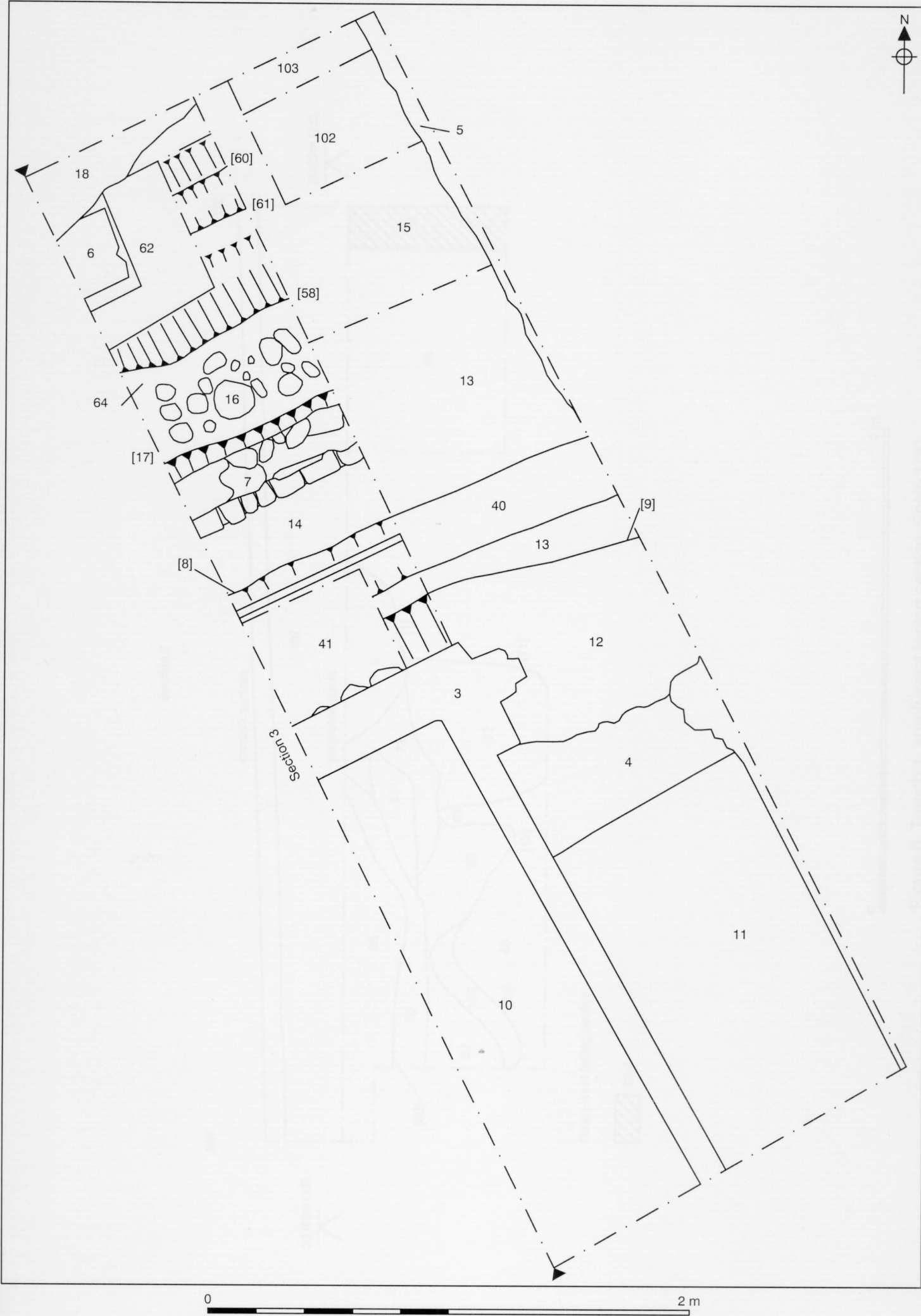


Figure 5. Trench 3, plan of features. Scale 1:20.