

THAMES WATER MAINS REPLACEMENT

**In the vicinity of Edgware Road, Aberdeen Place and Lyons Place
(DMA Shoot Up Hill 34)**

CITY OF WESTMINSTER

AN ARCHAEOLOGICAL WATCHING BRIEF



December 2010



COMPASS



ARCHAEOLOGY

THAMES WATER MAINS REPLACEMENT
VICINITY OF EDGWARE ROAD, ABERDEEN PLACE AND LYONS
PLACE (DMA SHOOT UP HILL 34)
CITY OF WESTMINSTER, NW8
AN ARCHAEOLOGICAL WATCHING BRIEF

SITE CODE: TZY10
NGR: TQ 2665 8215 (centre)
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December 2010

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Abstract

The watching brief was proposed by English Heritage following consultation with Thames Water, and reflected the archaeological potential of this area for a range of prehistoric to post-medieval remains. In particular, both records and previous archaeological investigation indicate the existence of a major Roman road (Watling Street) running along the current line of Edgware Road.

An archaeological watching brief was undertaken during Thames Water mains replacement works between the 27th July 2010 and 17th November 2010. The works were located along Lyons Place, the western end of Aberdeen Place, and the junction of Edgware Road with Aberdeen Place, adjacent to the projected line of the Roman road. Some of the work involved open cut trenching, generally to a depth of about 1.0m to 1.5m, with other parts of the work involving smaller pits.

Very little of archaeological significance was exposed during the course of the watching brief. Trenching on Lyons Place and Aberdeen Place exposed existing road layers overlying mixed deposits of modern service intrusions. Some of the 'natural', clay and gravel, deposits were also observed. The only major archaeological feature to be observed was in Edgware Road, where the mixed blue-grey gravelly-clay was apparently infilling the cut for the Regent's Canal. Groundworks in Lyons Place also exposed two structures – at the northern end a probably earlier 19th Century brick drain; and to the south a single course of 17th Century brickwork (possibly reused in a later foundation).

In most areas the groundworks revealed heavy modern disturbance and backfill, mainly from existing services that ran within or adjacent to the current works. No particularly significant archaeological finds or features were recorded during the course of the archaeological watching brief.

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1. Introduction

- 1.1** This report describes the results of an archaeological watching brief carried out during Thames Water water mains replacement works in the area on the east side of Edgware Road, City of Westminster, NW8, between 27th July 2010 and 17th November 2010 (*cf.* Figure 1).
- 1.2** This area falls just to the northwest of an area of special archaeological priority of Paddington and Lillestone Villages. It is also close to the Roman road on the line of Edgware Road (Watling Street). Very few archaeological investigations have, however, taken place in this area with little significant archaeological remains having been encountered. Nonetheless, the proximity of this area to Roman Watling Street made it an interesting area to monitor.
- 1.3** Monitoring was undertaken of contractors trenching along Lyons Place, the western side of Aberdeen Place, and the eastern corner of Edgware Road (NGR TQ 2665 8215) (*cf.* Figure 1 below).



Fig. 1 – Location of the western part of the DMA (Shoot Up Hill 34)

- 1.4** The archaeological monitoring included an on-site photographic and written record. At a minimum a series of Trench Record sheets were completed for individual excavations or sections of open-cut trench, recording the nature of exposed deposits and details on any archaeological finds and features (including collection of datable finds/samples). The groundworks were related to local Ordnance Survey grid and level data.
- 1.5** The archaeological work followed consultation with Thames Water Utilities and advice from John Brown of English Heritage.

The watching brief was commissioned by Optimise on behalf of Thames Water Utilities.

2. Site Location and Geology

- 2.1** The geological survey (British Geological Survey 1999, Sheet No. 256, North London) indicates that the DMA lies on or near the geological boundary between the Langley Silt and the underlying Lynch Hill Gravel.
- 2.2** The DMA lies on generally flat land at c.35-38OD, which rises slightly to the north-east towards the higher ground. Ancient tributaries of the Thames including the Tyburn, Counter's Creek and the Westbourne naturally drain the gravels to the south.
- 2.3** All of the area is characterised by major watercourses. The Regent's Canal connects Paddington to the Limehouse Basin (Docklands) and runs through a tunnel between Edgware Road and Lisson Grove (within the DMA). The River Westbourne flows southward on the eastern side of the Edgware Road and drains into the Serpentine. The River Tyburn, a 'lost river', is now completely enclosed, but used to flow through the area from its source at Shepherds Well, South Hampstead, to the Thames.

3. Archaeological and Historical Background

3.1 Prehistoric

The Terrace Gravel and Langley Silt geology suggests a potential for early prehistoric finds, particularly flint implements. This has not, however, been confirmed by finds or fieldwork.

3.2 Roman

The Roman archaeology of the area is dominated by the major Roman road of Watling Street (the Edgware Road), which runs directly to the west of the DMA. Watling Street was first reported in the 3rd Century Antonine Itinerary, and ran along the route of the Edgware Road, through Paddington and Lisson Grove.

3.3 Saxon

There were some Saxon settlements around the DMA, such as the early village of Paddington to the south-west. Few Saxon finds have, however, been uncovered, and the DMA was, at this time, part of a rural landscape.

3.4 Medieval

The pattern of the manors in this area of London seems to be quite complicated with numerous small manors and settlements, such as Lisson Green, Paddington, and Marylebone. Little other information is available about the area in the medieval period, with little archaeological evidence having been recovered.

3.5 Post-Medieval

The area was substantially developed in the Post-Medieval Period, as is witnessed in historic maps (see below). Development was originally focused along Edgware Road and in certain settlements (such as Paddington and Lisson Grove), but grew and spread over time.

Of particular interest in this area is the Regent's Canal, which runs directly through the DMA. This canal was proposed by Thomas Homer in 1802 (and constructed between 1812-1820) as a link from the Paddington arm of the Grand Junction Canal with the River Thames at Limehouse. This acted for a short period as the industrial transport system of London (before the building of the railways).

3.6 Historic Map Regression



Fig. 2 – Extract from John Rocque's, *A Plan of the Cities of London, Westminster, and the country ten miles round*, 1746

This extract shows the line of Edgware Road. 'Lifing Green', 'Paddington', and 'St John's Wood' are also depicted. The area of the DMA appears to lie in open land – presumably pasture – just to the east of Edgware Road. Some houses, including 'The Hill House', are also depicted in the vicinity of the DMA.



Fig. 3 – Extract from the Ordnance Survey (2inch:1mile) Plan, 1822

This extract shows the line of Edgware Road, and far greater development around the area of the DMA. The settlement at Paddington has grown substantially, and spread to the north along the line of Edgware Road towards the DMA. Furthermore, the Regent's Canal is depicted running east-west across the DMA.

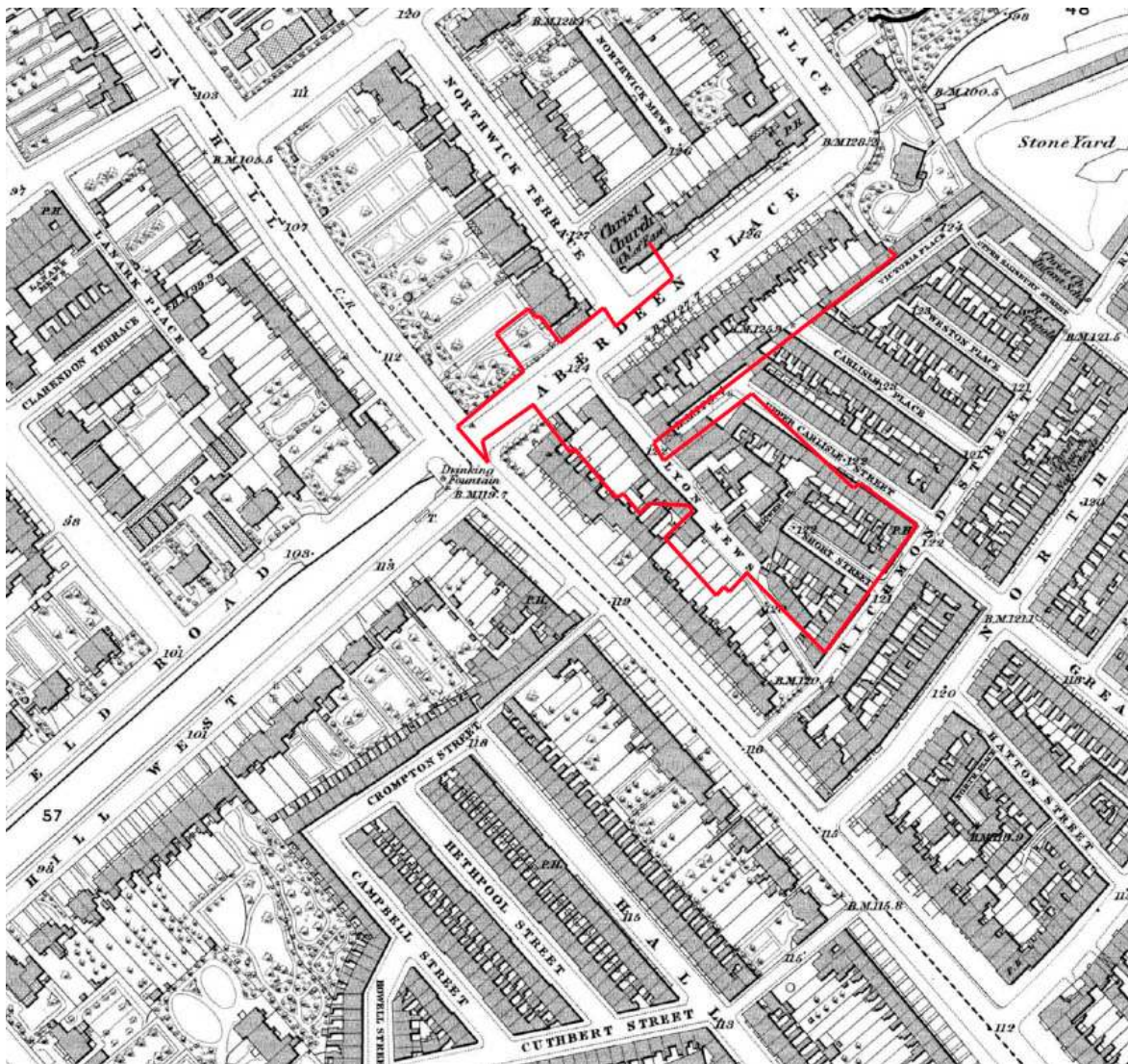


Fig. 4 – Extract from the First Edition 25inch Ordnance Survey Map, surveyed 1872

This extract shows the DMA in a broadly similar way to how it is today, though with Lyons Place (called Lyon Mews here) forming a narrower and less regular route. Residential development is depicted around the whole DMA. The main roads – Edgware Road and Aberdeen Place - are also depicted, along with the Regent's Canal to the west of the DMA. The Canal, at this date, had been enclosed and ran underneath the DMA, as it does today.

4. Archaeological Research Questions

The research objectives of the archaeological watching brief as set out in the preliminary *Specification* (Compass Archaeology July 2010, Section 5), were as follows:

- Is there any evidence for prehistoric to medieval activity, and what is the nature of this?
- Is there any evidence for the line of the Roman and medieval road system or roadside settlement patterns in this area?
- At what level do archaeological deposits survive in the highways across the area?
- Can the watching brief works inform on the research questions of the Museum of London and English Heritage's 'A Research Framework for London Archaeology' publication 2002 R4 and M1 Framework Objectives?

5. The Archaeological Programme

5.1 Standards

The field and post-excavation work was carried out in accordance with current English Heritage guidelines (in particular, *Standards and Practice in Archaeological Fieldwork, Guidance Paper 3*) and to the standards of the Institute for Archaeologists (*Standard and Guidance for Archaeological Watching Briefs*). Overall management of the project was undertaken by a full member of the Institute.

The recording system followed the procedures set out in the Museum of London recording manual. By agreement with MoLA the recording and drawing sheets used were directly compatible with those developed by the museum.

5.2 Fieldwork

The archaeological watching brief took place during contractors' groundworks, and involved generally one or two archaeologists on site as required monitoring works and investigating and recording any archaeological remains. Close liaison was maintained with the groundworks team to ensure a presence on site as and when necessary.

Where archaeological remains were exposed adequate time was allowed for investigation and recording, although every effort was made not to disrupt the contractor's programme.

The Client and English Heritage were kept advised of the progress of the fieldwork.

5.3 Methodology

Archaeological deposits and features were investigated and recorded in stratigraphic sequence, and where appropriate finds recovered.

Exposed deposits and features were recorded as appropriate on *pro-forma* context or trench sheets, and/or drawn in plan. The investigations were recorded on a general site plan and related to the Ordnance Survey grid. The fieldwork record was supplemented as appropriate by digital photographic images.

6. Post-excavation Work

The fieldwork was followed by off-site assessment and compilation of this report, and by ordering and deposition of the site archive.

6.1 Finds and samples

Finds and samples were treated in accordance with the appropriate guidelines, including the Museum of London's *'Standards for the Preparation of Finds to be permanently retained by the Museum of London'*. Finds and artefacts were retained and bagged with unique numbers related to the context record. Assessment of finds and samples was undertaken by appropriately qualified staff.

6.2 Report Procedure

Copies of this report will be supplied to the Client (Thames Water Utilities), English Heritage, the City of Westminster, and the local studies library.

A short summary of the fieldwork is appended using the OASIS Data Collection Form, and in paragraph form suitable for publication within the 'excavation round-up' of the *London Archaeologist*.

7. The Site Archive

The records from the archaeological project will be ordered in line with MoL *Guidelines for the Preparation of Archaeological Archives* and will be deposited in the Museum of London Archaeological Archive.

8. The Archaeological Watching Brief

The archaeological watching brief was undertaken during contractors' groundworks along Lyons Place, the western part of Aberdeen Place, and the eastern part of Edgware Road adjacent to Aberdeen Place. The groundworks took place as part of a Thames Water Utilities Ltd scheme of Victorian water mains replacement. Contractor methods included open cut trenching, directional drilling, pipe-bursting and insertion. Archaeological monitoring was undertaken on areas of open-cut trenching, trial pits and in launch pit areas, access pits and exit points of other methods. Approximately 100m of trenching was observed within the study area. The results of the archaeological watching brief are listed below, and are discussed in the order in which they were monitored.



Fig. 5 – Location of trenches monitored during the watching brief

- 8.1** One small trial-pit, near the southern end of Lyons Place (labelled 1), was observed. This measured approximately 0.5m in diameter, and c.0.9m in depth. It revealed a modern road-surface – concrete paving slabs in a sand bedding (c.0.15m) overlying a tarmac and crushed red brick make-up layer (c.0.14m). This overlay a mixed sandy light yellow-brown deposit with brick, tile and pebble inclusions, including blue transfer printed pottery fragments. This may have been demolition rubble following levelling or clearance after bomb damage during World War II. No significant archaeological finds or features were uncovered.



Fig. 6 – Photo of trial-pit at southern end of Lyons Place (1), showing modern road-surface over light sandy mixed deposit

8.2 A long trench was monitored on Aberdeen Place (labelled 2), which ran along the southern carriageway of Aberdeen Place from Edgware Road to the junction with Lyons Place. This measured approximately 47.6m in length, by 0.57m in width, and to a depth of *c.*1.2m. This revealed a modern road-surface (tarmac over concrete), over gravel subsoil. The trench followed the line of the old water pipe, so archaeological deposits had been removed, and mixed service backfills were observed throughout. No archaeological finds or features were uncovered. Reference to the general site map shows that any archaeological deposits here would already have been removed by the cutting for the enclosed section of the Regents Canal.



Fig. 7 – Photo of trench on Aberdeen Place (2), showing modern road-surface over gravelly subsoil

- 8.3** Six small launch pits (labelled 3a-3f) used for pipe-bursting were observed in the northern part of Lyons Place. One of these, the most northern at the junction with Aberdeen Place (labelled 3a), was recorded in detail. This measured approximately 8m in length, 1m in width, and 1.2m in depth. This revealed a modern road-surface, over very disturbed subsoil, over natural clay, recorded at *c.*0.7m. A brick barrel-vault ran north-south along the line of the trench, and probably represents part of a sewer or drain which may have discharged into the canal immediately to the north. The brickwork was uncovered approximately 1m beneath the modern road-surface, and approximately 3m from the western kerb.



Fig. 8 – Photo of pit at northern end of Lyons Place (3a), showing modern road-surface over part of a sewer

- 8.4** Another five pits were observed in the southern part of Lyons Place (labelled 4a-4e), up to the junction with Orchardson Street. The southern-most of these, at the junction with Orchardson Street (labelled 4e), was recorded. This measured 3.6m by 1.35m, and was 1.08m in depth. This revealed a modern road-surface (paving slabs over a sand bedding, *c.*0.14m), overlying a shallow soil profile for 0.31m (consisting of a black layer, a mid-brown silty-sand layer, and a layer of crushed brick rubble and mortar). A reworked layer of clay was observed at 0.45m beneath the ground-surface, overlying the natural yellow-brown clay. This overlay gravels, at 0.86m beneath the ground-surface. A couple of bricks were observed just beneath the modern road-surface. These were apparently part of a single course on an east-west line (*c.*0.35m wide) that ran back from the western edge of excavation, and which

may have formed the base for a small building. The bricks were identified by a brick specialist (John Brown – see appendix III) as part of the fabric-type 3046, and were unfrogged with sunken margins. They were set within a yellow-grey lime/sand mortar, with occasional lime and charcoal inclusions. They were dated to approximately 1600-1700. It seems likely that these bricks were re-used in a later structure, and that this is what was uncovered in the trench.



Fig. 9 – Photo of pit at southern end of Lyons Place (4e), looking south-west and showing modern road-surface over shallow soil horizon, over reworked clay, natural clay, and natural gravels. The single course of 17th Century brick noted above is visible just below the modern made-ground and about 0.4m to the right of the 1m scale.

- 8.5** A pit was observed on Edgware Road, at the junction with Aberdeen Place (labelled 5). This was in the roadway on the eastern side, and measured 3.1m by 1.21m, and was 1m deep. A road-surface consisting of tarmac over an earlier tarmac surface (c.0.14m), over concrete and reinforced concrete (0.39m thick) was uncovered. The northern half of this pit was slightly disturbed by service fills, but mainly consisted of crushed brick overlying mixed blue-grey gravelly-clay, from c.1m beneath the ground-surface. This may have been the fill within the cut for the canal, especially as its alignment fits with the basin of the Regent's Canal to the west. This was distinctly different from the southern end of the pit, which consisted of 'natural' mid-brown compact clay, from 0.65m beneath the ground-surface, thereby highlighting the difference with the probable canal cut.



Fig. 10 – Photo of trench on Edgware Road (5), looking east and showing an obvious difference between the canal ‘cut’ in the northern part of the trench, and natural clay in the southern part



Fig. 11 – Close-up photo of trench on Edgware Road (5), showing an obvious difference between the canal ‘cut’ in the northern part of the trench, and natural clay in the southern part. The actual line of the cut – just to the south of the 1m scale – is largely obscured by later east-west service trenching.



Fig. 12 – Photo of trench on Edgware Road (5) from the north-west, showing an obvious difference between the canal ‘cut’ in the northern part of the trench, and natural clay in the southern part

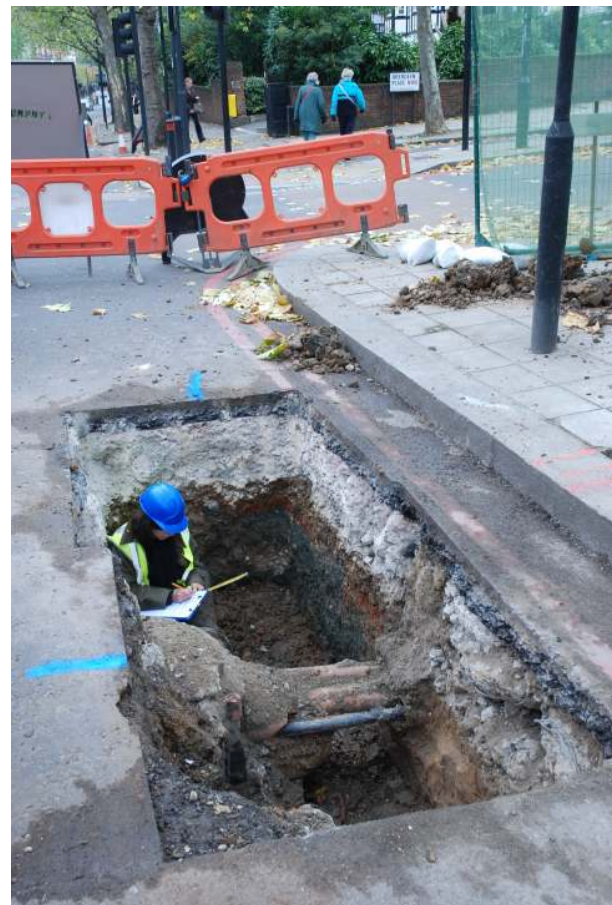


Fig. 13 - Photo of trench on Edgware Road (5) from the south-west



Fig. 14 – Photo of the Regent's Canal (to the west of the DMA), looking across Edgware Road to the trench on Edgware Road (5) (see Murphy's van on the right-hand side)

- 8.6 Another small pit was observed on Edgware Road, at the junction with Aberdeen Place, just to the east of the previous one and located on the kerb (labelled 6). This measured 1.2m by 1.1m, and was 1m deep. This was disturbed by a number of services and service-fills, with no archaeological finds or features.

9. Summary and Conclusions

Archaeological monitoring undertaken during Victorian water mains replacement works just to the east of Edgware Road, City of Westminster, recorded sequences of existing road surfaces and hardcore overlying mixed road makeup layers and service related deposits. The 'natural' soil – clay and gravel – was also uncovered in some trenches.

The cut for the Regents Canal, created 1812-1820, was observed in a trench in Edgware Road. The fill was a blue-grey gravelly-clay, in direct contrast to the yellow-brown natural clay found in the southern part of this trench, i.e. the part which was not in the Regent's Canal.

Part of a north-south brick vaulted drain/sewer, of probable early 19th Century date, was exposed at the northern end of Lyons Place. At the southern end of Lyons Place a single course of 19th Century brickwork was recorded – this appeared to form part of an east-west line, though the brick themselves may have been reused here in a later foundation.

No other significant archaeological finds or deposits were observed. This particularly relates to the lack of any Roman finds or evidence for the existence of the Roman Watling Street, which ran along the line of Edgware Road.

10. Select Bibliography

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Map sources:

Rocque, 1746, *A Plan of the Cities of London, Westminster, and the country ten miles round*

Various OS Maps – different scales and dates

APPENDIX I: OASIS Form:

OASIS ID: *compassa1-88659*

Project details

Project name	Thames Water Mains Replacement in the vicinity of Edgware Road, Aberdeen Place and Lyons Place (Shoot Up Hill 34)
Short description of the project	An archaeological watching brief was undertaken during Thames Water mains replacement works along Lyons Place, Aberdeen Place, and the junction of Edgware Road with Aberdeen Place. Very little of archaeological significance was exposed during the course of the watching brief. Trenching on Lyons Place and Aberdeen Place exposed existing road layers overlying mixed deposits of modern service intrusions. Some of the 'natural', clay and gravel, deposits were also observed. The only archaeological features to be observed were in Edgware Road, where the blue-grey gravelly-clay may have been infilling the cut for the Regent's Canal, and in Lyons Place where there were two features - a probably 19th Century brick drain/sewer, and a single course of 17th Century brickwork.
Project dates	Start: 27-07-2010 End: 17-11-2010
Previous/future work	No / No
Type of project	Recording project
Site status	None
Current Land use	Transport and Utilities 1 - Highways and road transport
Monument type	SEWER Post Medieval
Monument type	CANAL Post Medieval
Monument type	WALL BASE Post Medieval
Investigation type	'Watching Brief'
Prompt	Water Act 1989 and subsequent code of practice

Project location

Country	England
Site location	GREATER LONDON CITY OF WESTMINSTER MARYLEBONE ST JOHNS WOOD AND MAYFAIR Vicinity of Edgware Road
Postcode	NW8
Study area	100.00 Square metres
Site coordinates	TQ 266 822 51.5240122190 -0.174922593656 51 31 26 N 000 10 29 W Point
Site coordinates	TQ 267 821 51.5230909589 -0.173517741023 51 31 23 N 000 10 24 W Point

Project creators

Name of Organisation	Compass Archaeology
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Project brief originator	English Heritage/Department of Environment
Project design originator	Compass Archaeology
Project director/manager	Compass Archaeology
Project supervisor	Compass Archaeology
Type of sponsor/funding body	Optimise

Project archives

Physical Archive Exists?	No
Digital Archive recipient	Museum of London archive
Digital Media available	'Images raster / digital photography','Survey','Text'
Paper Archive recipient	Museum of London Archive
Paper Media available	'Report','Unpublished Text','Photograph','Plan','Map','Notebook - Excavation',' Research',' General Notes'

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	Thames Water Mains Replacement in the vicinity of Edgware Road, Aberdeen Place and Lyons Place (DMA Shoot Up Hill 34), City of Westminster, An Archaeological Watching Brief
Author(s)/Editor(s)	Jeffery, E
Date	2010
Issuer or publisher	Compass Archaeology
Place of issue or publication	5-7 Southwark Street, London
Description	Short report of the results of the watching brief. Includes historical, archaeological, geological and topographical background of the site, details of the methodology used, photographs and descriptions of all trenches monitored, and brief conclusions reached.

Entered by	Emma Jeffery (emma.jeffery@ukonline.co.uk)
Entered on	23 December 2010

APPENDIX II: London Archaeologist Summary

Site Address: Thames Water Utilities Ltd Victorian Water Main
Replacement Works in the vicinity of Edgware Road,
Aberdeen Place, Lyons Place, NW8

Project type: Watching brief

Dates of Fieldwork: 27th July 2010 – 17th November 2010

Site Code: TZY10

Supervisor: Geoff Potter

NGR: TQ 266 822 to TQ 267 821

Funding Body: Optimise

Trenching on Aberdeen Place, Lyons Place, and Edgware Road, exposed existing road layers overlying mixed deposits of modern service intrusions and natural deposits. The 'cut' for the Regents Canal, created 1812-1820, was observed in a trench in Edgware Road. Two areas of brickwork – a north-south drain/sewer, and a small east-west brick base – were recorded in Lyons Place. No other significant archaeological features, particularly relating to Roman Watling Street which ran along the line of Edgware Road, were uncovered.

APPENDIX III: Brick Report (John Brown)

ID	Context	Fabric	Period	Form	Weight (in grams)	Dimensions (in mm)	Date	Other comments
1	Lyons Place	3046	Post-Medieval	Unfrogged brick, sunken margins	1562	108 X 64	1600-1700	Mortar – yellow-grey, lime/sand, occasional lime/charcoal/brick dust inclusions
2	Lyons Place	3046	Post-Medieval	Unfrogged brick, sunken margins	2350	238 X 105 X 65	1600-1700	Mortar – yellow-grey, lime/sand, occasional lime/charcoal/brick dust inclusions