

Archaeological Observation

**New Autotyres Depot
Nettles Lane
Frankwell
Shrewsbury**

NGR: SJ 4884 1291

BORDER ARCHAEOLOGY

PO Box 36
Leominster
Herefordshire
HR6 0YQ

E-mail: enquiries@borderarchaeology.com

Technical Services

Chapel Walk
Burgess Street
Leominster
Herefordshire
HR6 8DE

Tel: 01568 610101

Tel/fax: 01568 616900

E-mail: borderarch@btconnect.com

Contents

1.	NON TECHNICAL SUMMARY	3
2.	INTRODUCTION	4
	2.1 Soils & Geology	5
3.	HISTORICAL & ARCHAEOLOGICAL BACKGROUND	5
4.	METHODOLOGY	8
5.	ARCHAEOLOGICAL OBSERVATION	8
6.	CONCLUSION	15
7.	COPYRIGHT	16
8.	BIBLIOGRAPHY	16
9.	CARTOGRAPHY	16
10.	APPENDIX 1: CONTEXT REGISTER	17

Report specification:

Archaeological observation: Nicola Hancox BA & Stephen Priestley MA

Report compilation: Stephen Priestley MA

Report editing: George Children MA

Approved: Neil Shurety

1. Non Technical Summary

Site observations on the development of a former car park site at Nettles Lane, Frankwell, Shrewsbury took place between 17th May and 5th June 2006. It was anticipated that the site could contain significant archaeological remains relating to the medieval and later development of the suburb of Frankwell, which came into existence in the 12th century.

The programme of observation revealed a series of brick walls and ceramic drains which were probably associated with mid to late 19th century tenement housing, workshops and sheds that occupied the area to the rear of the Frankwell street frontage and are shown on the OS 1st edition and 2nd edition maps of 1887 and 1900 respectively.

These buildings were demolished in the 1960s when the existing roadway of Nettles Lane was constructed and the site was converted into a car park. Brick rubble material from the demolished buildings was used as a levelling layer across the site.

During the topsoil strip and the subsequent excavation of foundation trenching, a moderate quantity of ceramic building materials, pottery and clay pipe fragments of 19th century date was encountered in association with the brick walls, drains and other features identified on the site.

This programme of archaeological observation confirms that no archaeology was damaged or disturbed during the works without being recorded.

2. Introduction

Border Archaeology was instructed by Mr H Whittaker of Pidduck and Whittaker 39 St Johns Hill Shrewsbury SY1 1JQ to undertake a programme of archaeological observation (commonly known as a watching brief) of groundworks in regard of the construction of a new Autotyres tyre fitting depot with associated access and car parking on land at Nettles Lane Frankwell Shrewsbury Shropshire (NGR SJ 4884 1291), which was formerly an area of open ground in use as a car park.

In a letter dated 30 September 2005 (SCC Ref. MDW/ZH), Mr M Watson, Shropshire County Council Historic Environment Officer, advised that 'as the site lies within the historic core of the medieval town of Shrewsbury, it may therefore contain significant archaeological remains relating to the medieval and later development of this part of the town'. The planning application reference is 05/0511/F.

Copies of this report will be submitted to the client, Mr M Watson (Historic Environment Officer, Shropshire County Council) and the Shropshire County Council Sites & Monuments Record (SMR).

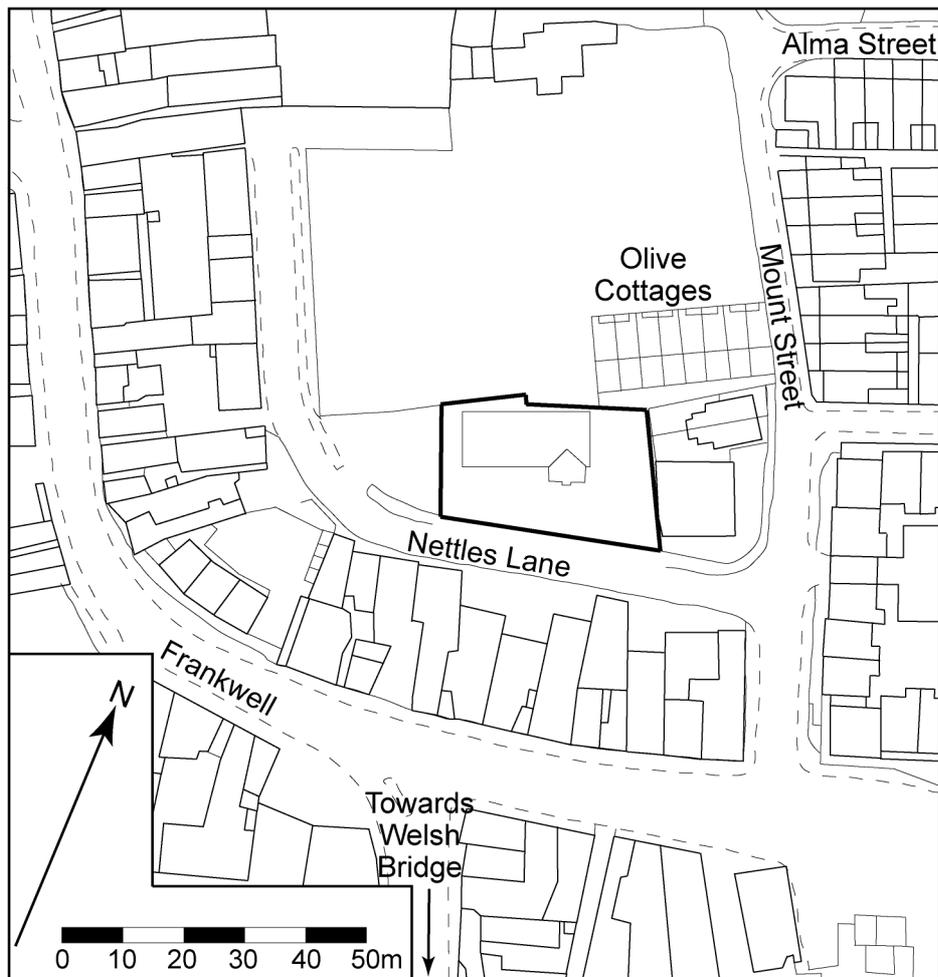


Fig. 1: Site Location Plan

2.1 Soils & Geology

The site lies within an unsurveyed urban area and there is thus no general description of soils available (Soil Survey of England & Wales, 1983). However, to the E of the site, the predominant soil type consists of typical brown earths of the BROMSGROVE (541b) series, consisting of well drained reddish coarse loamy soils and associated fine loamy soils with slowly permeable subsoils and slight seasonal waterlogging, overlying Permo-Triassic and Carboniferous sandstone and siltstone.

3. Historical & Archaeological Background

The site is located along a back lane within the suburb of Frankwell, an area of ribbon development along the main street leading from the Welsh Bridge, so called as it carried the principal route leading W from Shrewsbury towards Wales. Frankwell lies within the historic core of the medieval town of Shrewsbury and has been designated as a conservation area by Shrewsbury and Atcham Borough Council.

Frankwell appears to have been established as a bridgehead settlement shortly after the Norman Conquest and is recorded as 'Frankeville' in documentary sources from the 12th century onwards. The name 'Frankeville' may refer to the location of the settlement outside the jurisdiction of the lord of the castle and borough of Shrewsbury and it appears to have developed as a centre of commercial activity during the medieval period (Auden 1923).

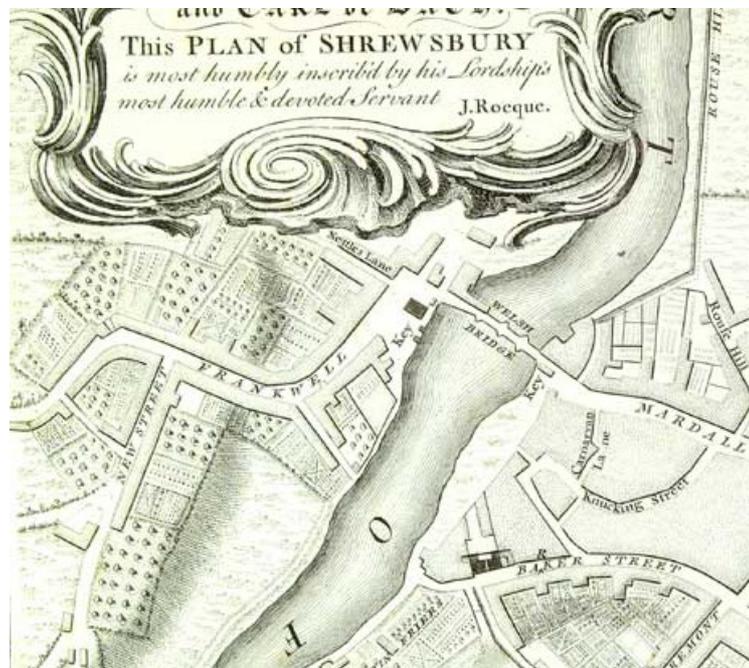


Fig. 2: Extract from John Rocque's Plan of Shrewsbury (1746)
(Reproduced courtesy of the Shropshire Record Office)

At some point during the 12th century, two hospitals dedicated to St George and St John the Baptist respectively were established immediately to the N of the old medieval Welsh Bridge, which was located some 50m E of the present bridge (erected in 1795). Remains of the abutments of the old bridge (first referred to in 1155 as St George's Bridge) are

still visible within the Frankwell Quay area, to the rear of the existing Autotyres Depot (VCH, 1973, 105).

St George's Hospital (which appears to have been reduced to the status of a chapel by the 15th century) was demolished by 1564 while the adjacent buildings of the Hospital of St John the Baptist (described in 1546 as being 'in great decay and ready to fall down') survived as almshouses until the 17th century (VCH, 1973, 105-7). The approximate site of the two hospitals, which is shown on the OS 2nd edition map of 1900, lay to the NE of the present Welsh Bridge on the approximate site of Frankwell Quay. This area is marked on historic maps of the area as The Stew, a name derived from a series of medieval fishponds which lay within the precinct of the Hospital of St John the Baptist and survived until the early 19th century.

During the 16th-17th centuries Frankwell was a thriving hub of commercial activity, particularly due to its close connection with the wool trade and associated industries. Its proximity to the River Severn made it an especially convenient location for the washing and transportation of sheepskins (fells) and the Fellmongers Company of Shrewsbury established their headquarters there in the mid 16th century. By the late 16th century Frankwell had also become an important local centre for the dyeing industry and several wealthy dyers built impressive houses in the suburb during this period.

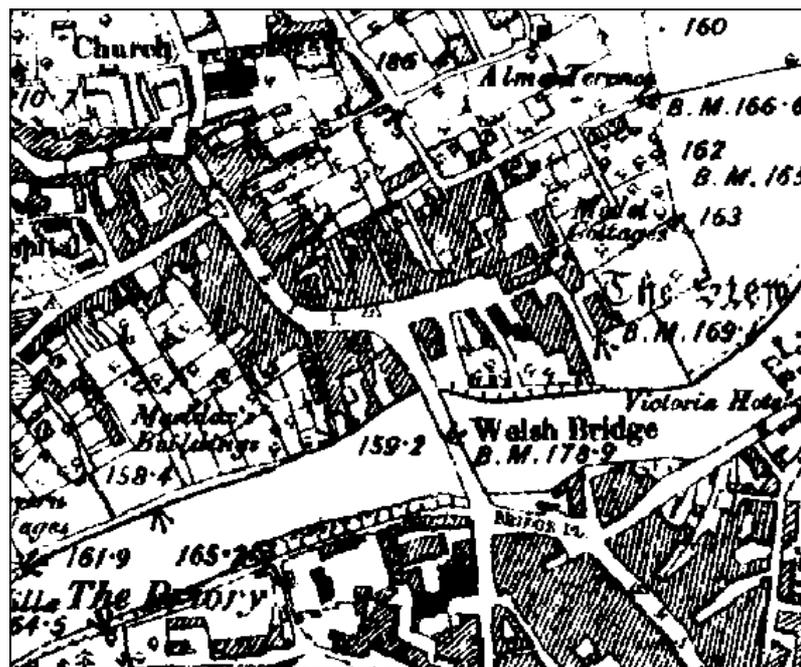


Fig. 3: Extract from OS 1st edition 25 inch map of 1887 (Shropshire 34.10) showing complex of narrow courtyards and structures extending to N of Frankwell street frontage on site of Nettles Lane
(Reproduced courtesy of the Shropshire Record Office)

The prosperity of Frankwell during the early post-medieval period is reflected in the concentration of well-preserved 16th and 17th century timber framed buildings in this area, more than in any other part of Shrewsbury (Pevsner, 1958, 288-289). The exteriors of some of these buildings, such as the Anchor Inn at No. 137 Frankwell (which lies to the S of the site), were encased in brick in the late 18th century but still retain internal timber framing and other original features. It should also be noted that many of these buildings contain substantial cellarage dating back to their original construction in the 16th-17th century.

John Rocque's 1746 plan of Shrewsbury (**Fig. 2**) is the earliest detailed map to show the suburb of Frankwell and indicates that the road leading from the old Welsh Bridge originally ran NW along what is now Whitehorse Passage and Mount Street up towards The Mount. Rocque's map marks this road as Nettles Lane; however, it should be noted that present day Nettles Lane is a product of 1960s re-development of the area and bears no relation to the road as shown on the 1746 map. Significantly, Rocque's map shows that the area to the rear of the street frontage along the N side of Frankwell was then occupied by gardens and orcharding, with a limited amount of building activity to the E along the road then called Nettles Lane. A map of the borough of Shrewsbury dated 1832 shows essentially the same picture, with no evidence of significant building activity to the rear of the Frankwell street frontage.

A comparison of the 1832 map of Shrewsbury with the OS 1st edition map of 1887 (**Fig. 3**) and the 2nd edition map of 1900 demonstrates that, between 1832 and 1887, significant building activity had taken place to the rear of the street frontage along the N side of Frankwell facing the Welsh Bridge, with the construction of a series of narrow courtyards and structures extending well to the rear of the cramped street frontage, occupying the site of the former gardens and orcharding shown on Rocque's plan of 1746. The row of mid 19th century terraced houses called Olive Cottages, situated to the NE of the site, was also constructed during this period.



Fig. 4: Extract from OS 2nd edition 25 inch map of 1900 (Shropshire 34.10)
 (Reproduced courtesy of the Shropshire Record Office)

The buildings shown on the OS maps of 1887 and 1900 (**Fig. 4**) mainly comprised sheds, outhouses, workshops and poorly built tenement housing and the inadequate provision of water and sanitation for their inhabitants resulted in frequent outbreaks of disease. These buildings were largely swept away during the 1950s-60s when Nettles

Lane was constructed to the rear of the street frontage along the N side of Frankwell and the existing garages and workshops were built.

4. Methodology

The programme of archaeological observation took place in two phases between 17th May and 5th June 2006, beginning with a topsoil strip of the area of the proposed development to a depth of 1.2m.

A series of interlinked foundation trenches was then excavated to a consistent width (0.8m) and depth (1m) on the levelled surface. A number of square stanchion pits of a similar depth but 1.2m wide were excavated, six along the northernmost trench and five along the southernmost trench at spaced intervals of approximately 4m (centre to centre), in order to place formers for locating threaded bars for the stanchion uprights.

All stripping through layers of archaeological potential was undertaken under strict archaeological control using a machine fitted with a toothless ditching bucket and the subsoil was inspected for archaeological features.

Full written, graphic and photographic records were made in accordance with archaeological practices set out by the Institute of Field Archaeologists (1994; revised 2001). A detailed stratigraphic record was made using *pro forma* record sheets and a context numbering system. Any identified archaeological deposits, features and structures were drawn in plan at a scale of 1:20 or 1:50 and in section or elevation at a scale of 1:20 or 1:50. Any significant features or structures were recorded at 1:10 in plan and section. All features and structures were photographed using a 4.2MP digital camera and 35mm SLR camera using colour and monochrome film.

A temporary benchmark was established with a value of 51.50m AOD.

5. Archaeological Observation

5.1 Topsoil Strip

The uppermost deposit visible was a gravel surface layer containing occasional CBM fragments (101) and extending site wide to a depth of 0.15m, which was presumably laid when the site was converted into a car park in the 1960s.

Underlying this was a layer of unfrogged red brick rubble with occasional subangular stones and frequent fragments of pinkish mortar bonding, contained within a friable dark greyish-brown silty clay matrix with frequent charcoal flecking and occasional 19th century transfer ware and clay pipe fragments, which extended site wide to a depth of 0.4m (102). This was interpreted as a levelling layer associated with the demolition of the 19th century brick structures shown on the OS maps of 1887 and 1904 and the conversion of the site into a car park, which appears to have occurred in the 1960s.

Beneath (102) was a moderately compacted light yellowish-brown silty clay with large subangular stones, frequent charcoal flecking and occasional CBM fragments with pinkish mortar bonding, extending site wide to a maximum depth of 1.1m (103). Within

this deposit, which exhibited considerable evidence of root disturbance, were fragments of 19th century china, white glazed and blue & white transfer wares and clay pipe (including two intact bowl pieces).

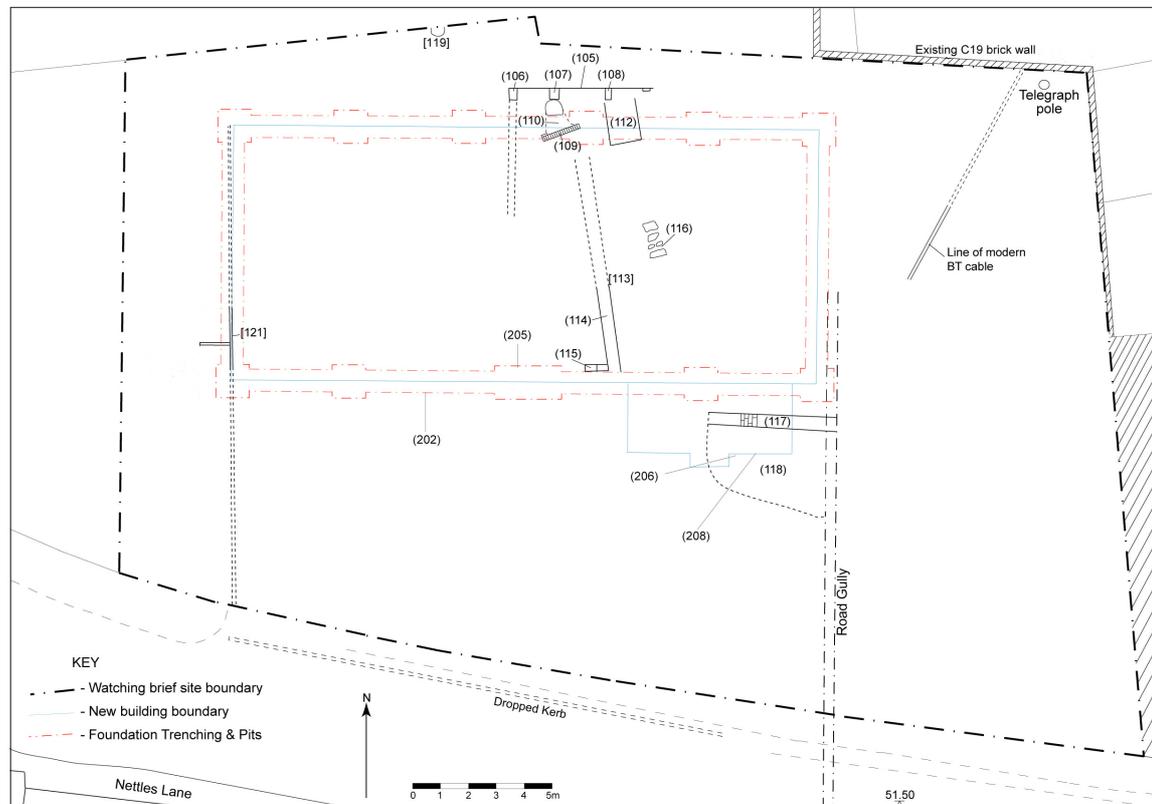


Fig. 5: Site plan showing location of features and structures

Underlying (103) was a friable, light reddish-brown sandy clay deposit with occasional small rounded stones, moderate charcoal flecking, CBM and occasional fragments of 19th century china, transfer ware and clay pipe fragments (including two intact bowl and stem pieces) (104). The maximum depth of this deposit could not be determined as it exceeded the designated depth of the topsoil strip (1.2m) but it appeared to extend site wide to a visible thickness of 0.2m.

A series of features associated with post-medieval building activity on the site were revealed during the topsoil strip. The most substantial of these was a heavily truncated section of unfroged red brick walling (105), six courses of which were visible, bonded with a greyish mortar. The wall extended E-W to a visible length of 4.7m and ran parallel to the N boundary of the site; it was exposed immediately beneath gravel surface layer (101) and was abutted by (102) and (103), extending to a depth of 0.8m. The wall was in a poor state and appeared to have been extensively robbed out, probably as part of the demolition process of whatever structures had been located within this area.



Plate 2: View N showing W end of wall (105) with truncated wall stubs (106) and (107) projecting to S

Three truncated ceramic drainage pipes were observed projecting from the western end of the wall in various directions. Flanking either side of this section of wall (1.1m in length) were the stubs of heavily truncated walls (106) and (107) aligned roughly N-S and measuring 0.15m (visible length) × 0.37m which appeared to frame three sides of a rectangular structure interpreted as a drain inspection chamber, probably of mid-late 19th century date and contemporary with the buildings shown on the OS 1st edition map of 1887 (**Plate 2**).



Plate 3: View SE showing mortar spread (111)

Further E along the brick wall (105), 1.5m E of wall stub (107), another wall stub (108) was noted, again projecting N-S for a distance of 0.15m. Again it appeared that walls (105) (107) and (108) were framing a structure, which was further strengthened by the discovery of the footings of a single course of unfrogged red brick walling (109)

measuring 1.38m × 0.25m and running ENE-WSW approximately 0.86m S of (105). Within the area framed by these walls, at a depth of 0.64m was a loosely compacted white mortar spread (110) covering an area measuring 0.8m × 0.7m, underlying which, at an approximate depth of 1m was a smaller spread of well cemented white mortar (111) with traces of red brick on the surface (**Plate 3**).

Further to the E, again at a depth of 1m, a well defined, irregular quadrilateral feature (112) (**Plate 4**) was noted projecting immediately SE of wall (105) which consisted of a well compacted blackish-brown sandy silt deposit with frequent charcoal, tile fragments, Fe nails, glass and bone fragments and a single fragment of 19th century clay pipe. This appeared to be the footprint of a small structure that had been previously demolished, either when the site was converted into a car park in the 1960s or possibly at an earlier date.



Plate 4: View looking NW showing irregular feature (112)

Approximately 5m S of the southern edge of feature (112), at a depth of 1m, the circular cut [113] for a truncated 19th century ceramic drainage pipe (114) was identified, which extended NW-SE for a distance of 3.5m, cutting through yellowish-brown silty clay deposit (103) and overlying (104) (**Plate 6**). The diameter of the pipe measured 0.4m; it had evidently been severely truncated when the buildings that had occupied the site in the 19th century had been demolished. Immediately W of and adjacent to the S end of the drainage pipe was a section of heavily truncated unfrosted brick walling (115), aligned NW-SE, bonded with a whitish mortar and standing to approximately three courses in height (dimensions 0.4m × 0.2m × 0.5m).

Approximately 3m SE of feature (112) and 6m W of the E edge of the site, at a depth of 0.4m, an alignment of five large red sandstone slabs (approximate dimensions 0.6m × 0.2m) was identified running roughly NW-SE for a distance of 1.38m. These stone slabs were revealed to be lying on top of two courses of sandstone uprights that extended to the base of the trench at a depth of 1.2m. It appeared that the slabs were the capping for a stone culvert or drain feature (116) measuring approximately 0.8m in height and 0.6m wide, cutting into deposits (103) and (104). No finds were discovered in association with this feature to assist in establishing a construction date; however, it did

appear to be on the same alignment as the property boundaries shown extending NW-SE across the site on the OS 1st edition map of 1887.



Plate 5: View SW showing stone alignment (116) interpreted as capping for a stone culvert or drain feature



Plate 6: View SE showing truncated ceramic drainage pipe (114) and adjacent brick wall (115) to right

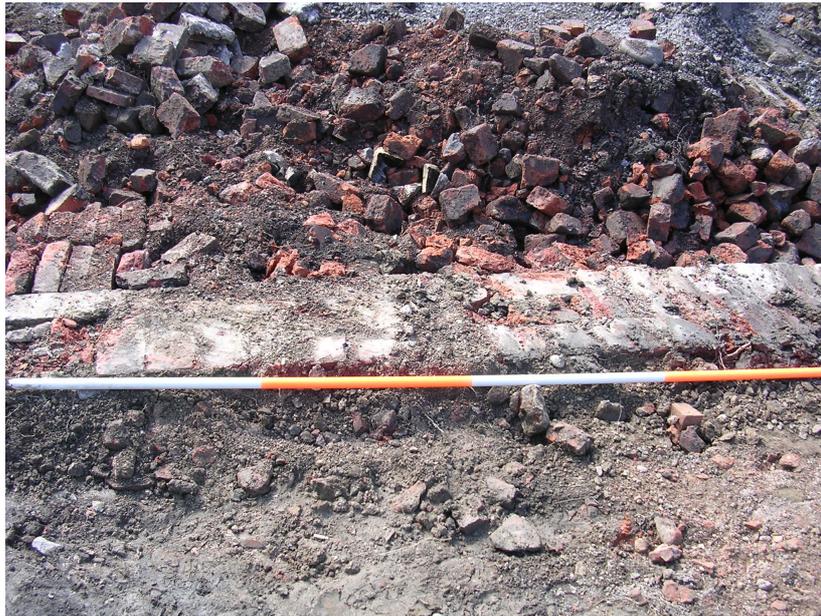


Plate 7: View S showing brick wall (117) running E-W and brick rubble spread (118) to S

Located approximately 7.5m N of the southernmost edge of the site, immediately E of the existing road gully, the alignment of a heavily truncated, unfrogged red brick wall measuring 4.5m × 0.4m × 0.1m was identified running E-W (117) at a depth of 1.1m, underlying (103) and cutting into sandy clay deposit (104). Only a single course of brick walling appeared to have survived, which was bonded by a greyish-white mortar. An irregular brick rubble spread (118), interpreted as a demolition deposit, was identified at the same depth, extending from the S of this wall for a distance of 3.1m; however, the maximum depth of this feature was not determined.

Relatively few features were revealed during the topsoil strip of the western half of the site, and those that were identified appeared to be of modern (ie. 20th century) date and of low archaeological significance. Located at the extreme N boundary of the site, approximately 3.0m NW of wall stub (106) and 10.5m E of the W edge of the site, the cut for a sub-circular pit (119) was identified, measuring 1.8m N-S x >0.94m E-W. This pit (the maximum depth of which could not be ascertained as it was beneath the level of the topsoil strip) cut into (103) and was filled by a moderately compacted dark greyish-brown silty sand (120) with frequent 20th century CBM. It was interpreted as a demolition debris pit associated with the destruction of the 19th century buildings on the site during the 1960s.

Located approximately 13.5m SW of this feature and 3.5m from the W boundary of the site was a shallow linear cut (121) for a heavily truncated cast iron water pipe (0.15m in diameter) oriented N-S & measuring 2m (visible extent) x 0.15m x 0.3m. This pipe intersected with another section of truncated cast iron piping running W-E and measuring approximately 1.4m in length and 0.15m in diameter.

The fill of the cut consisted of a friable light greyish-brown silty clay (122) with occasional small CBM fragments and moderate charcoal flecking. The shallow nature of this feature, which cut into demolition debris layer (102) suggests that it was probably of mid-late 20th century date and post-dated the conversion of the site into a car park in the 1960s.

5.2 Excavation of Foundation Pits and Trenching

This phase of the groundworks following the topsoil strip comprised the excavation of a series of interlinked foundation trenches excavated to a constant width (0.8m) and depth (1m). A number of square pits of a similar depth but 1.2m wide were excavated, six along the northernmost trench and five along the southernmost trench at spaced intervals of approximately 4m (centre to centre), in order to place formers for locating threaded bars for the stanchion uprights. Steel reinforcement was laid in the outer foundation trenches before concrete was poured.

The foundation trenching revealed a moderately compacted sterile mid yellowish-brown silty clay (fine sandy clay in places) with frequent medium rounded stones (201) (**Plate 8**). No archaeological structures, features or deposits were identified within the northern trench. The southern trench revealed evidence of demolition activity comprising building rubble and domestic debris (202), (205) & (206). Within the N facing section at the E end of the southern trench was a substantial brick arched structure (208), the visible portion of which comprised nine courses of lime mortared brickwork and measured 0.74m high and 1.42m wide (**Plate 9**). This feature has been interpreted as the upper section of a 19th century brick culvert.



Plate 8: View looking E showing northern foundation trench with square pits excavated for stanchions at regular intervals



Plate 9: View S showing remains of brick culvert (208) revealed during excavation of southernmost foundation trench

6. Conclusion

The programme of observation revealed a series of heavily truncated brick walls and ceramic drains which were probably associated with mid to late 19th century tenement housing, outhouses, workshops and sheds that occupied the area to the rear of the Frankwell street frontage and are shown on the OS 1st edition and 2nd edition maps of 1887 and 1900 respectively.

Comparison of the OS map of 1887 with earlier plans of Shrewsbury dated 1746 and 1832 (which show the area as occupied by gardens and orchards) demonstrates that a significant degree of building activity occurred on the site between 1832 and 1887, with the construction of a series of narrow structures and courtyards extending well to rear of the street frontage along the N side of Frankwell. Before this date, the site appears to have been occupied by gardens and orchard as shown on Rocque's plan of 1746.

These buildings were completely demolished in the 1960s when the existing roadway of Nettles Lane was constructed and the site was converted into a car park. Brick rubble material from the demolished buildings was used as a levelling layer across the site. The severely truncated nature of the surviving features encountered on the site indicates that the demolition of these structures was extremely comprehensive.

The topsoil strip and the subsequent excavation of foundation trenching revealed a moderate quantity of ceramic building materials, pottery and clay pipe fragments of 19th century date in association with the brick walls, drains and other features identified on the site.

7. Copyright

Border Archaeology shall retain full copyright of any commissioned reports, tender documents or other project documents, under the Copyright, Designs & Patents Act 1988 with all rights reserved; excepting that it hereby provides an exclusive licence to the client for the use of the report by the client in all matters directly relating to the project as described in the Project Specification.

8. Bibliography

Shropshire County Council Sites and Monuments Record: SMR Printout

Auden, T., 1923, *Shrewsbury: A Historical and Topographical Account of the Town*, London

Pevsner, N., 1958, *The Buildings of England: Shropshire*, London

Victoria County History (VCH), 1973, *A History of the County of Shropshire: Volume 2*, London

9. Cartography

(All maps were obtained from the Shropshire Record Office, Shrewsbury unless otherwise stated)

John Rocque's Plan of Shrewsbury –1746

S & N. Buck's Engraving of the SW Prospect of Shrewsbury - 1734

Fereday's Plan of Shrewsbury - 1830

Plan of the Borough of Shrewsbury - 1832

OS 1st edition 25 inch map (Shropshire 34.10) - 1887

OS 2nd edition 25 inch map (Shropshire 34.10) - 1900

Wagner's Plan of Shrewsbury - 1910

OS provisional edition 6 inch map (Shrewsbury 34 SW) - 1948

10. Appendix 1: Context Register

10.1 Topsoil Strip

CONTEXT	DESCRIPTION
(101)	Gravel surface layer containing occasional CBM fragments and extending site wide to a depth of 0.15m
<i>INTERPRETATION:</i>	<i>Presumably laid when the site was converted into a car park in the 1960s</i>
(102)	Layer of unfrosted red brick rubble with occasional subangular stones and frequent fragments of pinkish mortar bonding, contained within a friable dark greyish-brown silty clay matrix with frequent charcoal flecking and occasional C19 transfer ware and clay pipe fragments. Site wide to a depth of 0.4m. Underlies (101), overlies (103)
<i>INTERPRETATION:</i>	<i>Levelling layer associated with demolition of the C19 brick structures shown on OS maps of 1887 and 1904 and conversion of site into a car park in the 1960s.</i>
(103)	Moderately compacted light yellowish-brown silty clay with large subangular stones, frequent charcoal flecking, occasional CBM fragments with pinkish mortar bonding, moderate fragments of C19 china, white glazed and blue & white transfer wares and clay pipe (including two intact bowl pieces). Heavy root disturbance. Site wide to a maximum depth of 1.1m. Underlies (102), overlies (104)
<i>INTERPRETATION:</i>	<i>Redeposited soil containing demolition debris (redeposited) from the demolition of previous buildings shown on the OS 1st edition map of 1887</i>
(104)	Friable, light reddish-brown sandy clay with occasional small rounded stones, moderate charcoal flecking, CBM and occasional fragments of C19 china, transfer ware and clay pipe fragments (including two intact bowl and stem pieces). Maximum depth not determined as exceeds designated depth of topsoil strip (1.2m) but appears to extend site wide to a visible thickness of 0.2m. Underlies (103)
<i>INTERPRETATION:</i>	<i>Redeposited soil containing C19 domestic debris and demolition material from buildings shown on OS 1st edition map of 1887</i>
(105)	Section of unfrosted red brick walling, six courses visible, bonded with a greyish mortar. Located immediately beneath gravel surface layer (101). Extends E-W to a visible length of 4.7m and runs parallel to N site boundary; extends to a depth of 0.8m. Three truncated ceramic drainage pipes projecting from W end of wall. Abutted by (102), (103)
<i>INTERPRETATION:</i>	<i>Heavily truncated section of unfrosted red brick walling. The wall is in a poor state and appears to have been extensively robbed, probably as part of the demolition process of whatever structures had been located within this area.</i>
(106)	Stub of heavily truncated wall on E side of (105) aligned roughly N-S and measuring 0.15m (visible length) × 0.37m which, with (107), appears to frame three sides of a rectangular structure.
<i>INTERPRETATION:</i>	<i>Drain inspection chamber, probably of mid-late C19 date and contemporary with the buildings shown on the OS 1st edition map of 1887.</i>
(107)	Stub of heavily truncated wall on W side of (105) aligned roughly N-S and measuring 0.15m (visible length) × 0.37m which, with (106), appears to frame three sides of a rectangular structure.
<i>INTERPRETATION:</i>	<i>Drain inspection chamber, probably of mid-late C19 date and contemporary with the buildings shown on the OS 1st edition map of 1887.</i>
(108)	Wall stub projecting N-S for a distance of 0.15m located along brick wall (105), 1.5m E of wall stub (107)
<i>INTERPRETATION:</i>	<i>With (105), (107) & (109) wall (108) apparently framed a structure</i>

(109)	Single course of unfrogged red brick walling comprising 13 bricks, white cement bonding, measures 1.38m × 0.25m, oriented ENE-WSW, located approximately 0.86m S of (105).
<i>INTERPRETATION:</i>	<i>Footings for wall forming structure with (105), (107), & (108)</i>
(110)	Loosely compacted white mortar spread located at a depth of 0.64m & measuring 0.8m × 0.7m
<i>INTERPRETATION:</i>	<i>Mortar spread located within the area of structure framed by walls (105), (107), (108) & (109) and probably associated with its construction</i>
(111)	Smaller spread of well-cemented white mortar with traces of red brick on surface. Located at depth of c.1m. Underlies (110)
<i>INTERPRETATION:</i>	<i>Mortar spread probably associated with construction of structure framed by (105), (107), (108) & (109)</i>
(112)	Well-defined, irregular quadrilateral feature projecting immediately SE of wall (105). Consists of well-compacted blackish-brown sandy silt with frequent charcoal, tile fragments, Fe nails, glass and bone fragments and a single fragment of C19 clay pipe. Located at depth of 1m
<i>INTERPRETATION:</i>	<i>Footprint of small structure previously demolished when car park laid out in 1960s or possibly earlier</i>
[113]	Cut, break of slope at top not visible, sides steeply sloping, break of slope at base gradual, base concave; located c. 5m S of southern edge of (112), at a depth of 1m. Extends 3.5m NW-SE. Cuts (103), overlies (104), filled by (114)
<i>INTERPRETATION:</i>	<i>Cut for truncated C19 ceramic drainage pipe (114). Evidently severely truncated when buildings occupying site in C19 were demolished</i>
(114)	Ceramic drainage pipe, measures 0.4m diameter, located within cut [113]
<i>INTERPRETATION:</i>	<i>Drainage pipe probably associated with C19 housing to S. Truncated by land disturbance associated with demolition of housing</i>
(115)	Three courses (dimensions 0.4m × 0.2m × 0.5m) of heavily truncated unfrogged brick walling, aligned NW-SE, whitish mortar bonding
<i>INTERPRETATION:</i>	<i>Immediately W of and adjacent to S end of drainage pipe</i>
(116)	Linear structure comprising five large red sandstone slabs overlying two courses of sandstone uprights. Slabs located at 0.4m depth c. 3m SE of (112) and 6m W of E edge of site, forming a NW-SE alignment measuring c. 1.38m × 0.6m × 0.2m. Sandstone uprights extend to base of trench at a depth of 1.2m, measuring c. 0.8m in height and 0.6m wide. Cuts (103) & (104)
<i>INTERPRETATION:</i>	<i>Stone culvert or drain feature</i>
(117)	Single course of brick walling aligned E-W at a depth of 1.1m, bonded by a greyish-white mortar, measures 4.5m × 0.4m × 0.1m. Located approximately 7.5m N of southernmost edge of site, immediately E of existing road gully. Underlies (103), cuts (104)
<i>INTERPRETATION:</i>	<i>Alignment of a heavily truncated, unfrogged red brick wall</i>
(118)	Irregular brick rubble spread located at same depth as (117) and extending 3.1m from the S of this wall. Maximum depth of this spread was not determined.
<i>INTERPRETATION:</i>	<i>Demolition deposit</i>
[119]	Cut, sub-circular in plan, partially visible protruding from N section, measures >1.8m N-S x >0.94m E-W, depth unknown, break of slope at top sharp, slope of sides unknown, break of slope at base unknown. Cuts (103), filled by (120)
<i>INTERPRETATION:</i>	<i>Cut of modern pit of unknown function</i>
(120)	Moderately compacted dark greyish-brown silty sand with frequent modern CBM, measures >1.8m N-S x >0.94m E-W, depth unknown. Fill of [119]
<i>INTERPRETATION:</i>	<i>Fill of modern pit of unknown function</i>
[121]	Shallow linear cut oriented N-S & measuring 2m (visible extent) x 0.15m x 0.3m, break of slope at top sharp, sides concave, base of slope at base gradual, base concave. Underlies (101), cuts (102), filled by (122)

<i>INTERPRETATION:</i>	<i>Truncated cut for disused cast iron water pipe (122)</i>
(122)	Friable light greyish-brown silty clay with occasional small CBM fragments and charcoal flecks, cast iron water pipe measuring 0.15m in diameter. Underlies (101), fills [121]
<i>INTERPRETATION:</i>	<i>Fill of cut containing cast iron water pipe</i>

10.2 Excavation of Foundation Pits and Trenching

(201)	Moderately compacted sterile mid yellowish-brown silty clay (fine sandy clay and clayey sand in places) with frequent medium rounded stones. Extends across entire area of foundation trenching.
<i>INTERPRETATION:</i>	<i>Natural soils revealed during excavation of foundation trenching</i>
(202)	Loosely compacted blackish-brown sand and ash deposit with frequent brick and sandstone rubble, bottle glass and animal bone. Located towards W end of southern trench. Extends c. 3.2m, c. 1m thickness
<i>INTERPRETATION:</i>	<i>C19 building and domestic debris associated with demolition activity</i>
[203]	Cut, break of slope at top not visible, sides steeply sloping, break of slope at base gradual, base concave; located within central area of southern foundation trench. Visible in N facing section, aligned NE-SW. Cuts (201), filled by (204)
<i>INTERPRETATION:</i>	<i>Cut for C19 ceramic drainage pipe</i>
(204)	Ceramic drainage pipe, measures 0.4m diameter, oriented NE-SW
<i>INTERPRETATION:</i>	<i>Ceramic drain associated with C19 housing</i>
(205)	Loosely compacted blackish-brown sand/cement, frequent brick and brick fragments, occasional large sandstone blocks. Extends 1.5m, thickness 0.9m. Abuts (208)
<i>INTERPRETATION:</i>	<i>C19 debris associated with demolition activity</i>
(206)	Loosely compacted mid brown sand & brick rubble. Measures 1m in thickness and 2m wide. Located at E end of southern foundation trenching
<i>INTERPRETATION:</i>	<i>C19 demolition material</i>
[207]	Cut, very indistinct but apparently angular in form, break of slope at top not discernible, sides near vertical, break of slope at base not visible, base not visible. Cuts (201), filled by (208)
<i>INTERPRETATION:</i>	<i>Cut for brick culvert (208)</i>
(208)	Brick arched structure located within N facing section of southernmost trench. Visible portion comprised nine courses of lime-mortared brickwork measuring 0.74m high and 1.42m wide. Fills [207], abutted by (123)
<i>INTERPRETATION:</i>	<i>Upper section of C18-C19 brick culvert</i>



Document Control

Job title	Autotyres Depot Nettles Lane Shrewsbury	Job No	BA0545PWATS
Report written by	<i>Stephen Priestley MA</i>		
Report edited by	<i>George Children MA AIFA</i>		
Issue No	Status	Date	Approved for issue
1	Final	July 2006	Neil Shurety