

ARCHAEOLOGICAL WATCHING  
BRIEF FOR A SEWAGE  
FEASIBILITY STUDY,  
CORVE STREET, LUDLOW,  
SHROPSHIRE

Simon Sworn

With a contribution by Alan Jacobs

Illustrations by Carolyn Hunt

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Project 2905  
Report 1430  
STWCSL06



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# **Archaeological watching brief for a sewage feasibility study at Corve Street, Ludlow, Shropshire**

**Simon Sworn**

**With a contribution by Alan Jacobs**

## **Part 1 Project summary**

An archaeological watching brief was undertaken in Corve Street, Ludlow, Shropshire (SO 5110 7505). It was undertaken on behalf of Severn Trent Water, who were undertaking a sewage feasibility study. The project aimed to determine if any significant archaeology was present and if so, to indicate what its location, date and nature were.

A total of five small trenches were excavated, though only the three located in Corve Street were observed as they were considered likely to disturb buried archaeological remains. The trenches were excavated in order to access the existing below ground services prior to possible further ground works.

Although only investigating a very limited area, the watching brief concluded that there are areas of well-preserved road surfaces and associated make-up layers of a possible medieval date, within the eastern half of the present Corve Street.

The first trench, on the western edge of Corve Street only indicated the make-up deposits for the present road services and a number of modern services. In the second trench, on the eastern side of Corve Street, a number of well-compacted layers, provisionally dated to the 13<sup>th</sup> – 14<sup>th</sup> century sealed an earlier sandstone structure. This structure, unfortunately undated, may represent either the foundations for the possible medieval gateway across the northern end of Corve Street, or the footings for a frontage to an earlier building on the eastern side of Corve Street. Though the date of this structure is unclear, it may be associated with the Carmelite Friary, dating to 1350 – 1538 AD.

The third trench, again on the eastern side of Corve Street, also identified a series of well-compacted sandy clay layers that represent a continuation of the earlier road surfaces noted in the second trench. These layers also overlay an earlier, heavily truncated, undated sandstone feature, though here the original nature of which was less clear.

Pottery recovered from the earlier road surface indicated a date of the 13<sup>th</sup> – 14<sup>th</sup> centuries, though both the artefactual assemblage and the small scale of the excavations made an overall assessment difficult. It would, however, appear likely that there are significant structural remains sealed beneath the present tarmac road surface.



## Part 2 Detailed report

### 1. Background

#### 1.1 Reasons for the project

An archaeological watching brief was undertaken in Corve Street, Ludlow, Shropshire (NGR SO 5110 7505, Fig 1), on behalf of Severn Trent Water. The client was undertaking a feasibility study for future sewage works, and has been advised by Shropshire County Council that a site of archaeological interest may be affected (SMR: MSA 1901).

#### 1.2 Project parameters

The project conforms to the *Standard and guidance for an archaeological watching brief* (IFA 1999).

Although no brief had been prepared, the project fulfilled the requirements of standard briefs issued by Shropshire County Council, and for which a project proposal (including detailed specification) was produced (HEAS 2006).

#### 1.3 Aims

The aims of the archaeological watching brief were to locate any archaeological deposits and determine, if present, their extent, state of preservation, date, type, vulnerability and documentation. The purpose of this was to establish their significance, since this would make it possible to recommend an appropriate treatment, which may then be integrated with the proposed development programme.

More specifically the following aims have been identified.

- The location of the medieval Lower Corve Gate
- Evidence of earlier road surfaces from the pre-historic period onwards

### 2. Methods

#### 2.1 Documentary search

Prior to fieldwork commencing a search was made of the Sites and Monuments Record (SMR). In addition the following sources were also consulted:

##### *Cartographic sources*

- 1675 The Road from Bristol to Chester, John Ogilby, scale 1'' : 1 mile
- 1733 Fragment of a manorial map of Bromfield, unknown scale, (in Lloyd 1984)

#### 2.2 Fieldwork methodology

##### 2.2.1 Fieldwork strategy

A detailed specification has been prepared by the Service (HEAS 2006).

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Fieldwork was undertaken on the 28<sup>th</sup>, 29<sup>th</sup> March and 3<sup>rd</sup> April 2006. The site reference number and site code is STWCSL06.

Three trenches were observed in Corve Street (two trenches in Station Drive were not observed as they were considered to have limited archaeological significance), amounting to just under 7m<sup>2</sup> in area, were excavated. The location of the trenches is indicated in Figure 2.

Deposits considered not to be significant were removed using a wheeled excavator, employing a breaker and toothed bucket under archaeological supervision. Subsequent excavation was undertaken by hand. Clean surfaces were inspected and selected deposits were excavated to retrieve artefactual material, as well as to determine their nature and extent. Deposits were recorded according to standard Service practice (CAS 1995). On completion of excavation, the trenches were reinstated with concrete and the tarmac road surface replaced.

#### 2.2.2 **Structural analysis**

All fieldwork records were checked and cross-referenced. Analysis was effected through a combination of structural, artefactual and ecofactual evidence, allied to the information derived from other sources.

### 2.3 **Artefact methodology, by Alan Jacobs**

#### 2.3.1 **Artefact recovery policy**

The artefact recovery policy conformed to standard Service practice (CAS 1995 as amended).

#### 2.3.2 **Method of analysis**

All hand retrieved finds were examined. They were identified, quantified and dated to period. A *terminus post quem* date was produced for each stratified context. The date was used for determining the broad date of phases defined for the site. All information was recorded on *pro forma* sheets.

Pottery was examined under x20 magnification and recorded by fabric type and form according to the fabric reference series published in the pottery from the Queen Anne House Site at Shrewsbury Abbey (Bryant 2002).

### 2.4 **Environmental archaeology methodology**

#### 2.4.1 **Sampling policy**

No environmental samples were recovered from the watching brief.

### 2.5 **The methods in retrospect**

The methods adopted allow a high degree of confidence that the aims of the project have been achieved.

## 3. **Topographical and archaeological context**

A comprehensive topographical and archaeological assessment of Ludlow has been carried as part of the Central Marches Historic Towns Survey (Dalwood 1996), which has provided a background for the topographical and archaeological context of the site.



Ludlow lies at a height of between 80m and 105m OD. The underlying topography is a spur aligned approximately east west, which terminates in cliffs at the east above the River Teme. The historic settlement is focused on the crest of the spur, spreading down slopes to the south and the north. The River Corve joins the River Teme a little to the north of the town.

North of the River Teme, the soils of the Bromyard association are predominantly typical argillic brown earths, while south of the river the soils are typical brown earths of the Munslow association (Ragg *et al* 1984). The underlying geology consists of Downtonian Raglan (British Geological Survey 1:250,000, sheet 52°N-O.4°W).

The three trenches were located to the northern end of Corve Street, between the junctions of Station Drive and The Linney. The trenches were located within the present roadway.

Corve Street appears to be of some considerable antiquity. The present road follows the line of the probable prehistoric routeway, aligned on a ford over the River Teme and along Old Street. This routeway would have passed by the Bronze Age burial mounds, destroyed during extension work to St Lawrence church (Lloyd 1984), and joined to the east-west 'Clun-Clee' prehistoric trackway at Corve Bridge to the north; this east-west trackway is reflected in the present course of The Burway.

Information contained within the SMR indicated the potential for a number of medieval sites within the immediate vicinity. On the western edge of Corve Street once stood a Carmelite friary, the site now occupied by St Leonard's Church and its associated burial ground. The Carmelite friary was founded in 1350 and remained in existence until its dissolution in 1538. The exact location and extent of the friary is unclear, and has mainly been postulated from documentary and topographical information. Excavations between 1983 and 1985 concentrated on the eastern part of the site. These established the location of a number of substantial buildings associated with the friary, but also indicated evidence of medieval burgrave plots and at least one major town house that was cleared to make way for the construction of the friary.

The extent of the friary may have extended to the frontage of Corve Street, an archaeological evaluation at Castle Grange and 29 Corve Street, to the south of the friary in 2002, indicated substantial evidence of medieval and post-medieval burgrave activity, along with human remains, implied to be the remains of burials within the friary grounds (SMR: MSA 1350).

After the dissolution of the friary in 1538, most of the buildings were demolished, and much of the stone reused. Apart from the almshouses built in 1593 (still standing on the corner of Corve Street and The Linney), the site remained undeveloped until the construction of the present Church of St Leonard in 1873 (SMR: MSA 12227)

The locations of the trenches in Corve Street are thought to be close to the former location of a gate spanning the width of the street. Though no evidence for this gate can be seen at the present time, documentary evidence indicates a substantial structure, enough to have a small house placed over it (SMR: MSA 1901). This gate, variously known as Corve Barre, Lower or Nether Corve Gate, straddled the road c. 400 yards north of the main Corve Gate in the town wall (Lloyd 1984). This outer gate was first built in the 13<sup>th</sup> century, though later rebuilt after the Civil War in the mid 17<sup>th</sup> century (*ibid*), but had been demolished by c 1700. William Stukeley's comments in *c.* 1721 suggest that some fragments of the Carmelite Friary remained visible above ground, but that the gateway no longer remained (Lloyd 1984).

## 4. Results

### 4.1 Structural analysis

The trenches and features recorded are shown in Figures 3-5. The results of the structural analysis are presented in Appendix 1.

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**4.1.1 Phase 1 Natural deposits**

Underlying natural geological deposits were encountered in all three trenches. These deposits consist of Downtonian Raglan Mudstone, a compacted reddish brown sandy clay (British Geological Survey 1:250,000, sheet 52°N-O.4°W).

**4.1.2 Phase 2 Medieval deposits***Trench 2 (Fig 4, Plate 2)*

A series of compacted sand and gravel layers interspersed with looser dumped material was noted across the extent of this trench. The uppermost of these layers (context 206) was a very compacted hard clay and gravel layer that clearly functioned as an earlier road surface. A very similar deposit was observed lower in the trench (context 208) and likely served a similar function. The deposits between these two layers consisted of mixed sand, clays and sandstone rubble (207, 212, 213 and 214), the function of which was likely to have been either other road surfaces and/or associated make-up layers.

These compacted layers and dump deposits overlay a partially exposed sandstone structure. Though partially exposed and heavily truncated on the eastern edge it was possible to define a deliberately laid feature consisting of roughly hewn sandstone blocks. These blocks appeared to have been deliberately placed within a foundation cut. There also appeared to be a concentration of larger blocks on the eastern and western outer edges with and compacted gravel and sand infill in the middle. The feature was not exposed or fully excavated due to the limitations of the trench dimensions, though the truncation by the service trench to the east (202) indicated that the structure was considerably deeper to the eastern end. It may also be that the structure continued further to the east as the outer eastern edge of the service trench was not revealed within the extent of the trench.

*Trench 3 (Fig 5, Plate 3)*

A similar sequence of compacted deposits to those within Trench 2 was also noted here. The upper most deposit of compacted clay and gravels (306) is surely a continuation of the earlier road surface noted in Trench 2. The series of road make-up layers within this trench also overlay a possible sandstone structure (310). This structure (?) was only partially exposed and appeared to be the probably robbed out remains of either an earlier structure or the dumping of material from a demolished building. The nature of the deposit appeared similar to that in Trench 2, though there was no clear cut and the sandstones generally appeared smaller and more fragmented.

**4.1.3 Phase 3 Modern deposits***Trench 1 (Fig 3, Plate 1)*

Three services running north – south along the length of Corve Street were observed within the trench, these included two water pipes and a large, deep sewer of brick construction near to the centre of the road. The service trench containing a blue plastic water pipe to the west of the trench, near the pavement was clearly cut through the road surface. The present tarmac road surface was overlying a 0.20m thick slab of concrete with in turn overlay a thin layer of associated sand and gravel make-up. These modern deposits and services overlay, or were cut into the underlying natural deposits.

*Trench 2 (Fig 4)*

The present tarmac road surface and the underlying sand and hardcore layer overlay a number of modern north – south service trenches. To the west of the trench, near the pavement was a cast iron pipe, 1m deep. Nearer the centre of the road two other services, a single cast pipe and an electrical cable, covered by concrete slabs, were also clearly visible.

*Trench 3 (Fig 5)*

The modern deposits in this trench were identical to those within Trench 2 (see above).

#### 4.2 **Artefact analysis, by Alan Jacobs**

The artefactual assemblage recovered is summarised in Table 1.

The pottery assemblage retrieved from the excavated area consisted of three sherds of pottery weighing 25g, and in addition fragments of tile, bone and modern slag were recovered. The assemblage came from four stratified contexts and could be dated from the medieval period onwards (see Table 1). The level of preservation was generally fair with the majority of sherds displaying only moderate levels of abrasion.

Context	Material	Type	Total	Weight
0	Pottery	Medieval	1	20
207	Glazed tile	Medieval	2	24
208	Bone	Mammal	2	32
306	Slag	Modern	1	1
306	Tile	Medieval-post-medieval	1	3
307	Bone	Mammal	7	173
307	Pottery	Medieval	2	5
307	Iron	Object	1	6
Total			17	264

**Table**

#### **1: Quantification of the assemblage**

##### 4.2.1 **Discussion of the pottery**

Sherds were datable by fabric type to their general period or production span. The discussion below is a summary of the finds and associated location or contexts by period. Where possible, *terminus post quem* dates have been allocated and the importance of individual finds commented upon as necessary.

Three pottery sherds recovered (context 307 and unstratified) fit the description of Buff iron tempered wares (fabric 79) and were present on excavations at Shrewsbury Abbey. The sherds recovered are most probably from a jug, potentially indicating a 13<sup>th</sup>-14<sup>th</sup> century date. This fabric was also recorded as fabric 7: type 15, at the excavation at Pride Hill Chambers and fabric 14 from the Haugmond Abbey excavation (Bryant 2002, 99). The source of this fabric is unknown and its distribution is little understood.

##### 4.2.2 **Other finds**

A single fragment of medieval/post-medieval tile dating to the 13<sup>th</sup>-18<sup>th</sup> centuries was recovered from context 306, and two fragments of glazed roof tile from context 207, dating from the 13<sup>th</sup>-16<sup>th</sup> centuries. A number of bones were recovered from contexts 208 and 307, most probably cattle bones. A small iron object was recovered from context 307 and a piece of modern slag from 306; the later is most probably intrusive.

##### 4.2.3 **Significance**

In conclusion, the small quantity of finds makes this assemblage itself of limited archaeological interest, though the material clearly represents medieval activity of 13<sup>th</sup>-14<sup>th</sup>

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century date. This material is associated with stratified medieval deposits, which should be noted for future reference.

## 5. **Synthesis**

### 5.1 **Medieval**

Directly below the present road surface and associated make-up layers were a series of heavily compacted sand and clay layers. These layers represent earlier road surfaces, though these can be notoriously difficult to date, the few fragments of pottery recovered suggest a medieval date of between the 13<sup>th</sup> – 14<sup>th</sup> centuries. If these earlier road surfaces could be inferred a medieval date then the structural remains located below are likely to be of an earlier date and therefore of considerable interest. Although only very limited pottery fragments were recovered the lack of any later material either in or under these early surfaces suggests well preserved medieval surfaces overlying earlier structures.

Though the nature of the works limited a clear overall understanding of the site, it appears that even though there is extensive modern truncation the earlier road surface appears to be well preserved on the eastern half of Corve Street. The extent of the preserved road deposits may only be speculated at present, but the evidence from the two trenches on the eastern side of the road suggest a good level of preservation in this area at least.

The single trench on the western side of the present road found no trace of any medieval ,or earlier deposits which may suggest heavier modern truncation in this area or that the earlier road was not as wide as the present one.

The limited nature of the excavations meant that a detailed understanding of the probable buried structure (210 and possibly 310) below the earlier road layers was limited. The nature of the deposit within Trench 2 clearly indicated a relatively well-built sandstone feature, though numerous service trenches had heavily truncated it.

The sandstone structure, especially in Trench 2, may be interpreted as the footings for a substantial building. It is possible that these remains could have been part of the 13<sup>th</sup> century gate that once straddled the road, though this is unlikely, as the gate remained standing until c 1700. If the road surfaces, which can be inferred at date of 13<sup>th</sup> – 14<sup>th</sup> centuries from the artefactual evidence, seal these remains then footings for the medieval gate seem unlikely. It may though, be possible that the road surfaces are later and the pottery recovered is residual earlier material in a later context, that would then make the possibility for this structure being part of the footings for the Lower Corve Gate feasible.

The nature of the sandstone deposit in both trenches have been masked by the later truncation from the service pipes, but another possibility is that they were originally the footings for buildings fronting the eastern side of Corve Street. The present buildings on the eastern side of the street are set back about 3m from the sandstone footings (Plate 4). The buildings towards the northern end of Corve Street predominately date from the 15<sup>th</sup> – 17<sup>th</sup> centuries (Moran 2003), though some contain evidence of earlier structures, such as The Great House (No. 112 Corve Street, Fig 2), which had a hall house on the site from 1270 onwards (ibid). Trench 3 was located directly in front of The Great House. The footings (?) observed within the two trenches may either represent earlier phases of construction for some of the present buildings or an earlier street frontage, which had been demolished and the street widened, accounting for the deliberate demolition (Trench 3) and the sealing of the remains with a compacted road surface in the 13<sup>th</sup> – 14<sup>th</sup> centuries.

5.2 **Modern**

The entire observed modern deposits relate to the present road surface and its make-up layers, along with the numerous underlying services.

5.3 **Research frameworks**

As highlighted in the Central Marches historic towns survey (Dalwood 1996) for Ludlow, this watching brief will help to expand the research framework especially for the medieval period and the development of the northern end of Corve Street.

6. **Significance**

In considering significance, the Secretary of State's criteria for the scheduling of ancient monuments (DoE 1990, annex 4), have been used as a guide.

These nationally accepted criteria are used to assess the importance of an ancient monument and considering whether scheduling is appropriate. Though scheduling is not being considered in this case they form an appropriate and consistent framework for the assessment of any archaeological site. The criteria should not, however, be regarded as definitive; rather they are indicators which contribute to a wider judgement based on the individual circumstances of a case.

*Natural deposits*

The lack of any waterlogged or organic remains noted within the natural deposits render these archaeologically unimportant.

*Medieval deposits*

The compacted layers of sand and clay that extend across the eastern extent of Corve Street may represent medieval road surfaces and associated make-up layers from the 13<sup>th</sup> – 14<sup>th</sup> centuries. These deposits are in a notably good state of preservation, though some notable truncation has taken place with the insertion of later surfaces, and indicate that the potential for widespread survival is medium to high. The remains are quite shallow (c 0.4m) below the present ground level and as such are extremely vulnerable to any future sewage works that would include excavation of new service trenches.

The as yet undated sandstone structures may be of considerable importance, especially if they do indicate structural activity prior to the 13<sup>th</sup> – 14<sup>th</sup> centuries. Although only a small sample was observed during the watching brief and the nature not fully understood they would, however, appear to be of high potential archaeological significance.

*Modern deposits*

Removal of the modern deposits will not result in the loss of significantly important archaeology.

*Vulnerability*

As the future nature of the proposed sewage work is still in the provisional stage and detailed plans have yet to be produced, the impact any works will have on the underlying archaeological remains can only be generally assessed. However the preservation of deposits (less than 0.4m below the present surface on the eastern side of Corve Street) would be greatly susceptible to any intrusive work.

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## 7. **Publication summary**

The Service has a professional obligation to publish the results of archaeological projects within a reasonable period of time. To this end, the Service intends to use this summary as the basis for publication through local or regional journals. The client is requested to consider the content of this section as being acceptable for such publication.

*An archaeological watching brief was undertaken on behalf of Severn Trent Water in Corve Street, Ludlow, Shropshire, (NGR ref SO 5110 7505; SMR ref STWCSL06). A total of five small trenches were excavated, though only three located in Corve Street were observed as they were considered likely to disturb buried archaeological remains. The trenches were excavated in order to access the existing below ground services prior to possible further ground works.*

*Although only investigating a very limited area, the watching brief concluded that there are areas of well-preserved road surfaces and associated make-up layers of a possible medieval date, within the eastern half of the present Corve Street.*

*The first trench, on the western edge of Corve Street only indicated the make-up deposits for the present road services and a number of modern services. In the second trench, on the eastern side of Corve Street, a number of well-compacted layers, provisionally dated to the 13<sup>th</sup> – 14<sup>th</sup> century sealed an earlier sandstone structure. This structure, unfortunately undated, may represent either the foundations for the possible medieval gateway across the northern end of Corve Street, or the footings for a frontage to an earlier building on the eastern side of Corve Street. Though the date of this structure is unclear, it may be associated with the Carmelite Friary, dating to 1350 – 1538 AD.*

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*Pottery recovered from the earlier road surface indicated a date of the 13<sup>th</sup> – 14<sup>th</sup> centuries, though both the artefactual assemblage and the small scale of the excavations made an overall assessment difficult. It would, however, appear that there are significant structural remains sealed beneath the present tarmac road surface.*

## 8. **The archive**

The archive consists of:

3	Trench records AS41
3	Fieldwork progress records AS2
3	Photographic register AS3
64	Digital photographs
6	Scale drawings
1	Box of finds

The project archive is intended to be placed at:

Worcestershire County Museum  
Hartlebury Castle  
Hartlebury

Near Kidderminster

Worcestershire DY11 7XZ

Tel Hartlebury (01299) 250416

9. **Acknowledgements**

The Service would like to thank the following for their kind assistance in the successful conclusion of this project, Mr M, Smith (Carl Bro), Mr M, Watson (Severn Trent Water).

10. **Personnel**

The fieldwork and report preparation was led by Simon Sworn. The project manager responsible for the quality of the project was Simon Woodiwiss. Finds analysis by Alan Jacobs and illustration by Carolyn Hunt.

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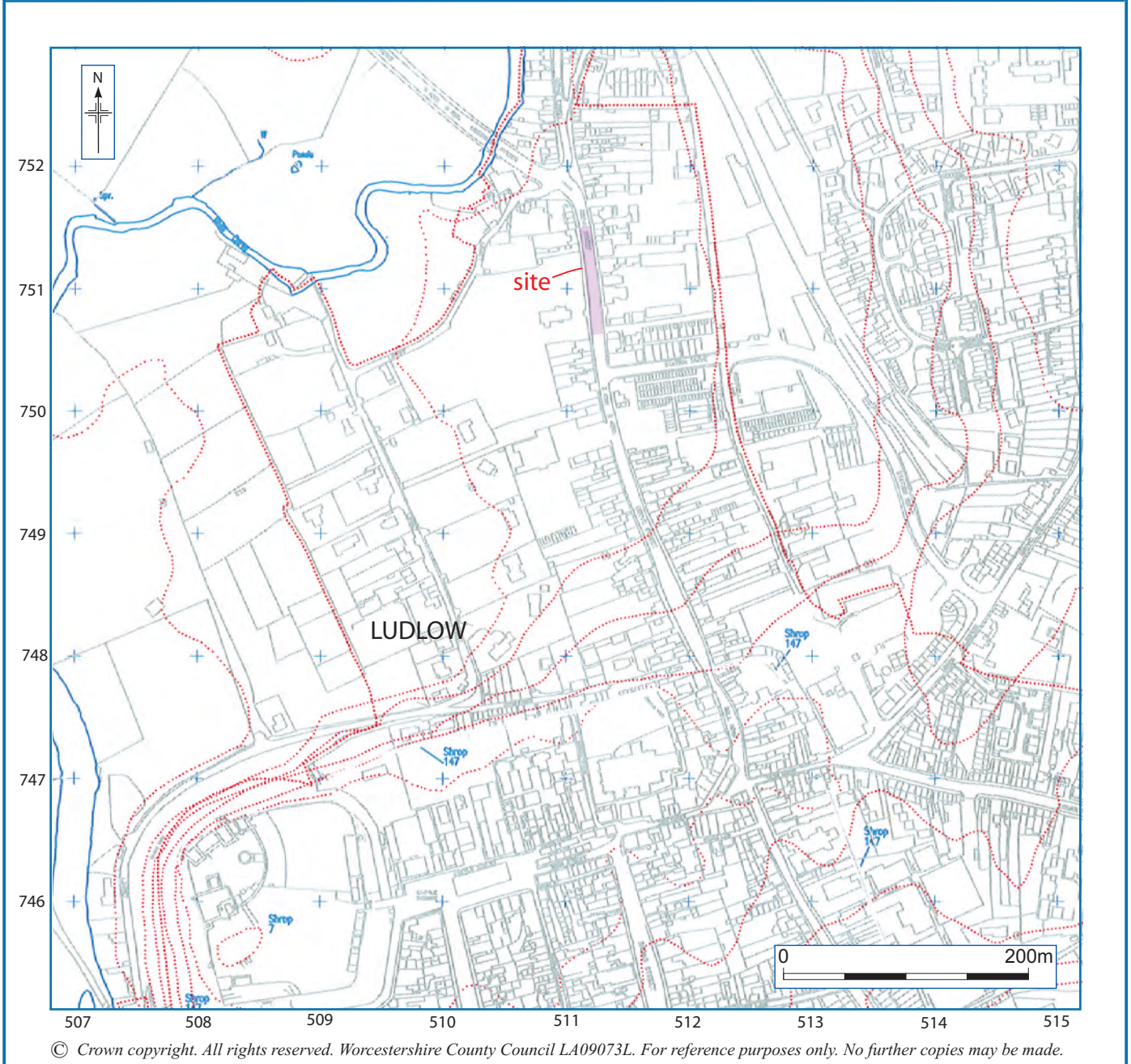
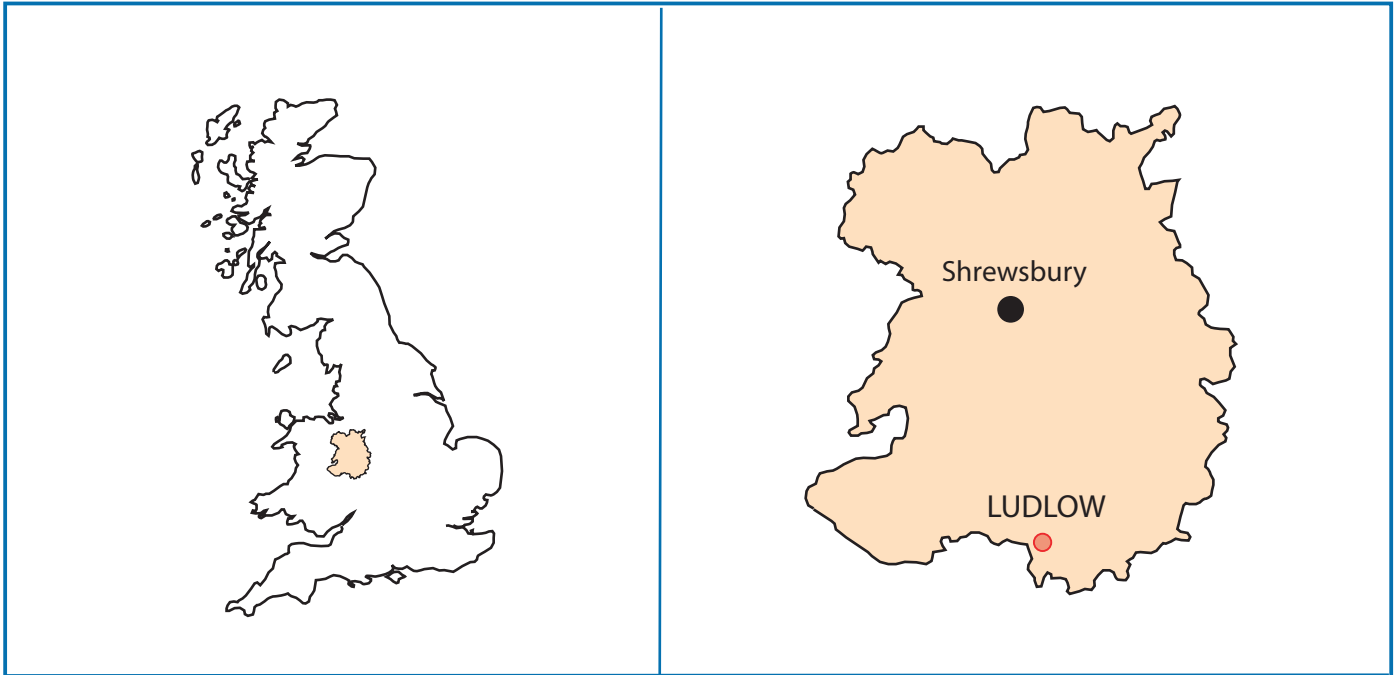
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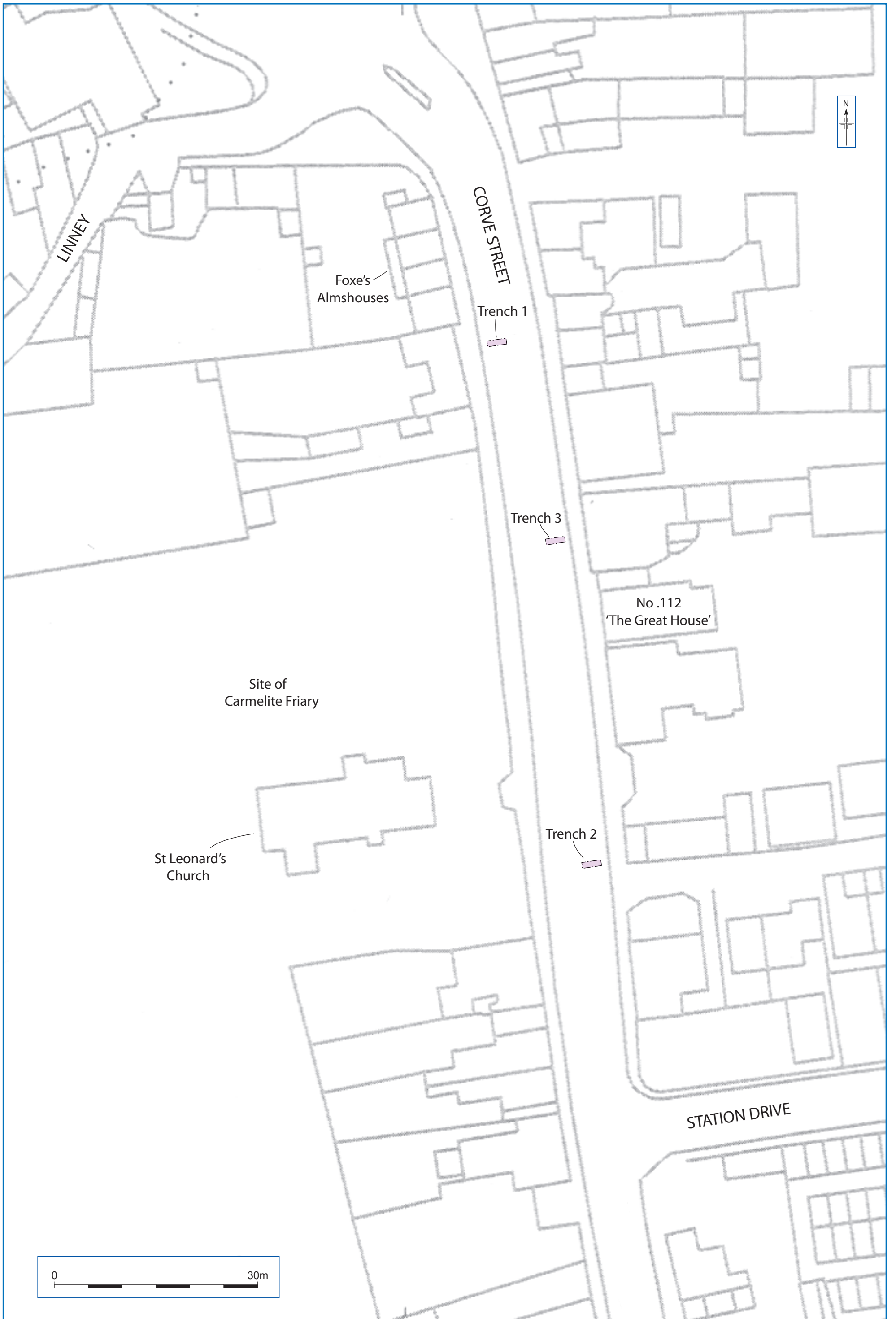






Location of the site.

Figure 1

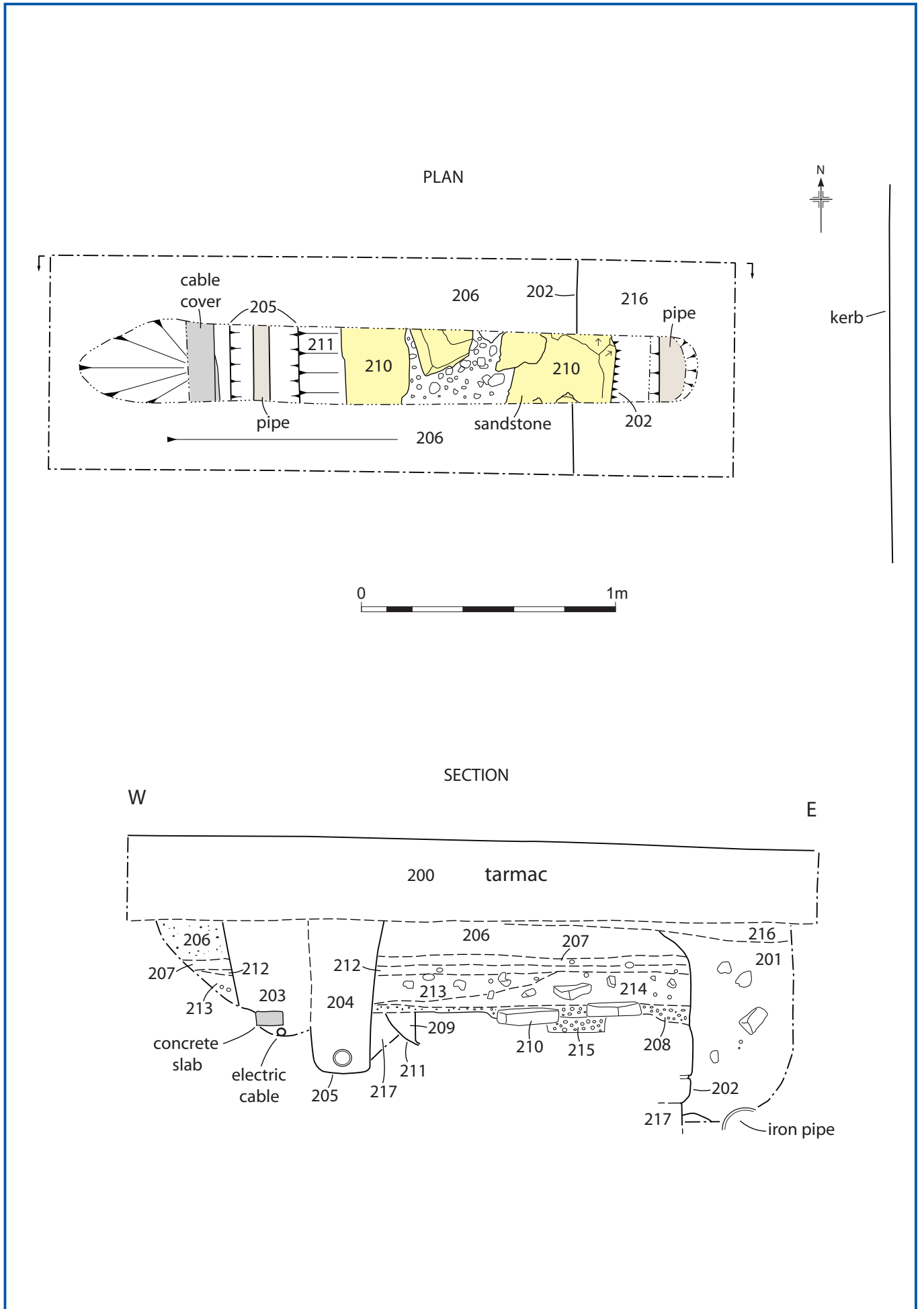


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Trench location plan

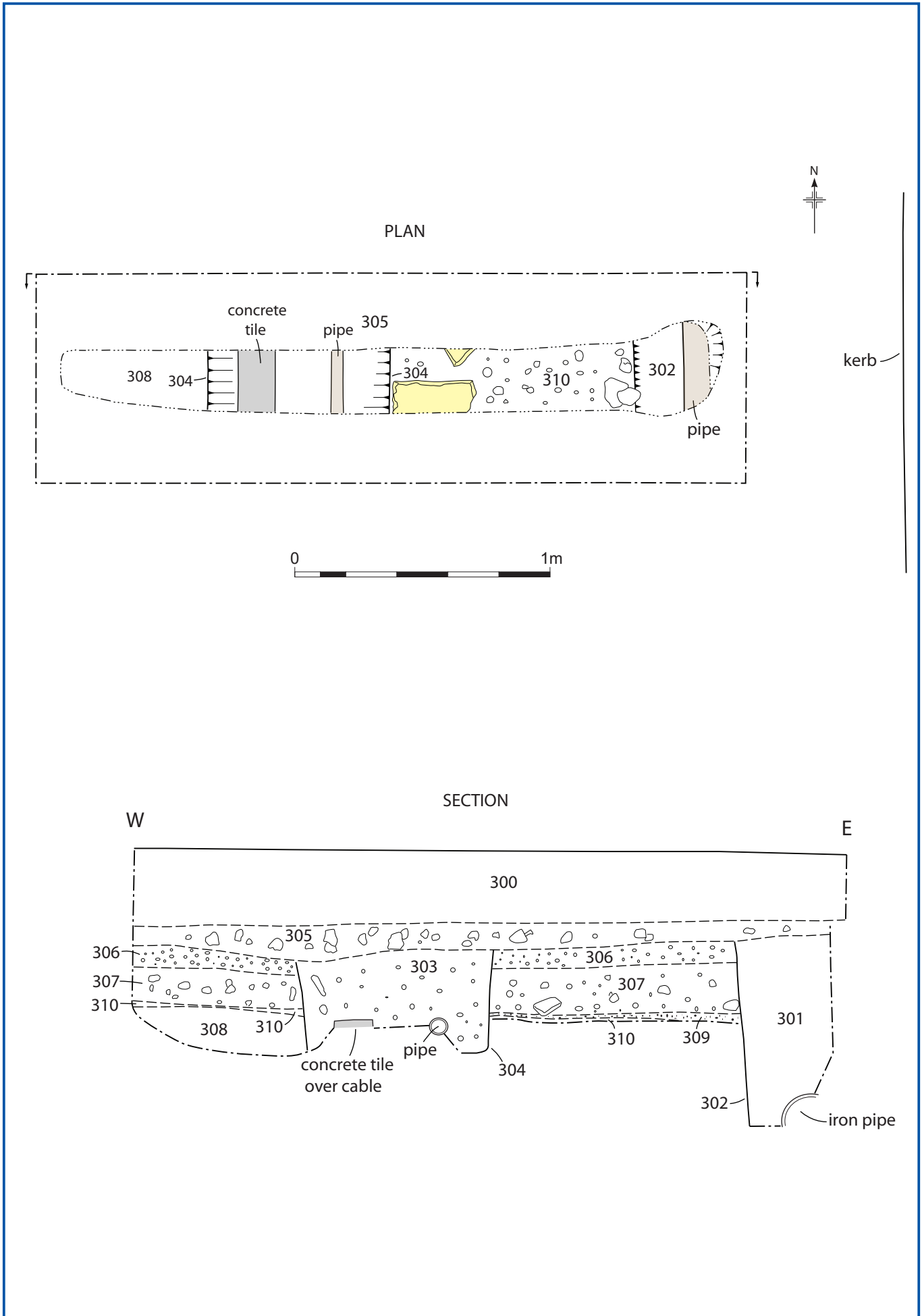
Figure 2





Trench 2: Plan and section

Figure 4



Trench 3: Plan and section

Figure 5

# The Plates





*Plate 1: Trench 1, facing south. The present road surface and natural clays below*



*Plate 2: Trench 2, facing north. Two cast iron service pipes on the left, the cut for the water pipe on the right and the remains of the sandstone structure (210) in the centre*





*Plate 3: Trench 3, facing north. Cast iron pipes to the left and service trench to the right, the heavily truncated remains of possible sandstone structure (310) in the centre*



*Plate 4: William Gwynn's 'View of Corve Street, Ludlow' 1812 (Lloyd 1984 pg 92), view facing south towards St Lawrence's Church. The wall of St Leonard's church is on the right and the front of The Great House in the foreground on the left. Trenches 2 and 3 were to the left of the road*



# Appendix 1 Trench descriptions

**Trench 1**

Maximum dimensions: Length: 2.57m Width: 0.93m Depth: 1.06m

Orientation: East – West

## Main deposit description

Context	Classification	Description	Depth below ground surface – top and bottom of deposits
100	Tarmac	Present road surface, reinstatement after insertion of water pipe	0 – 0.26m
101	Service trench fill	Loose light brown silty sand, frequent concrete and tarmac fragments, not fully excavated	0.23 – 1.04m+
102	Service trench	North – south machine excavated cut for water pipe	0 – 1.04m+
103	Tarmac	Existing road surface for Corve Street	0 – 0.37m
104	Concrete	Light grey concrete slab	0.37 – 0.53m
105	Make-up layer	Loose yellow sand and gravel	0.53 – 0.59m
106	Service trench fill	Re-deposited natural red-brown Marl clays, not fully excavated	0.57 – 0.77m+
107	Service trench	Vertical sided, flat based service trench containing iron water pipe	0.57 – 0.77m+
108	Sewer trench fill	Loose yellow sand and gravels	0.58m+
109	Sewer trench	Unexcavated sewer trench	0.58m+
110	Natural	Compact red-brown Mercian mudstone sandy clays	0.57m+

**Trench 2**

Maximum dimensions: Length: 2.72m Width: 0.84m Depth: 1.12m

Orientation: East – West

## Main deposit description

Context	Classification	Description	Depth below ground surface – top and bottom of deposits
200	Tarmac	Existing road surface for Corve Street	0 – 0.32m
201	Service trench fill	Loose light brown sandy clay, frequent bricks with tarmac, sandstone, clinker and hardcore fragments	0.33 – 1.08m+
202	Service trench	North – South machine excavated trench for iron pipe, not fully excavated. Filled by 201	0.30 – 1.08m+
203	Service trench fill	Loose orange/brown silty sand, frequent sandstones and occasional tarmac and hardcore, not fully excavated	0.32 – 0.78m+
204	Service trench	North – South machine excavated trench for iron pipe, not fully excavated	0.30 – 1.08m+
205	Service trench	North – South machine excavated trench for iron pipe, not fully excavated, and contains iron pipe and electric cable with concrete tile capping.	0.32 – 0.93m
206	Early road surface	Very compacted orange brown sandy clay, frequent small sub-angular gravels and occasional charcoal flecks	0.32 – 0.48m
207	Layer/road surface	Friable mid-brown silty sand, frequent sandstones and charcoal flecks	0.46 – 0.50m
208	Early road surface	Very compact orange brown sandy clay, frequent small sub-angular gravels and occasional charcoal flecks	0.62 – 0.70m
209	Construction cut backfill	Friable olive green/brown silty sand, frequent small sandstone fragments	0.68 – 0.81m
210	Sandstone structure	Partially exposed structure comprising sandstones (c 300 x 100 x 50mm) and small sub-angular gravels with occasional friable mid grey/brown sandy silt	0.64 – 1.01m
211	Construction cut	Partially excavated cut for sandstone structure 210, concave edge to west, flat base and heavily truncated to the east by 202	0.68 – 1.01m
212	Layer/road surface	Thin band of very compacted limestone fragments within a firm green/light brown silty sand matrix	0.50 – 0.53m
213	Make-up	Friable mid-brown silty sand, frequent sandstones and charcoal flecks	0.53 – 0.64m

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**Trench 2 (cont.)**

Context	Classification	Description	Depth below ground surface – top and bottom of deposits
214	Make-up	Friable grey/brown silty sand, frequent charcoal flecks	0.50 – 0.64m
215	Gravel infill	Compacted sand, sub-angular gravels and sandstone rubble with mid brown silty sand matrix	0.68 – 0.81m
216	Modern make-up	Loose olive green/brown sand and hardcore	0.30 – 0.37m
217	Natural	Compact red-brown Mercian mudstone sandy clays	0.68m+

**Trench 3**

Maximum dimensions: Length: 2.80m Width: 0.82m Depth: 0.96m

Orientation: East - West

## Main deposit description

Context	Classification	Description	Depth below ground surface – top and bottom of deposits
300	Tarmac	Existing road surface for Corve Street	0 – 0.30m
301	Service trench fill	Loose light brown sandy clay, frequent bricks with tarmac, sandstone, clinker and hardcore fragments	0.32 – 1.07m+
302	Service trench	North – South machine excavated trench for iron pipe, not fully excavated	0.32 – 1.07m+
303	Service trench	North – South machine excavated trench for iron pipe, not fully excavated. Filled by 302	0.38 – 0.80m+
304	Service trench	North – South machine excavated trench for iron pipe, not fully excavated, and contains iron pipe and electric cable with concrete tile capping. Filled by 303	0.38 – 0.80m+
305	Modern make-up	Loose olive green/brown sand and hardcore	0.30 – 0.43m
306	Early road surface	Very compacted orange brown sandy clay, frequent small sub-angular gravels and occasional charcoal flecks	0.42 – 0.50m
307	Make-up	Friable grey/brown silty sand, frequent charcoal flecks	0.48 – 0.64m
308	Natural	Compact red-brown Mercian mudstone sandy clays	0.62m+
309	Early road surface	Very compact orange brown sandy clay, frequent small sub-angular gravels and occasional charcoal flecks	0.61 – 0.64m
310	Make-up/rubble layer	Friable grey/brown silty sand, frequent charcoal flecks and large sandstones. Possible heavily truncated structure	0.48 – 0.64m