

BRUNSWICK WHARF, BARNSTAPLE STREET, EAST-THE-WATER, BIDEFORD, DEVON

(Centred on NGR SS 45697 26510)

Results of historic building recording, archaeological watching brief and trial trench evaluation

Planning ref. Torridge District Council 1/1126/2020/FULM, condition 25

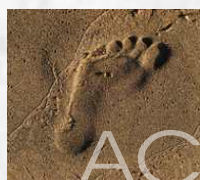
Prepared by:
Stella Smith
and Laurence Vinnels

With contributions by:
Naomi Payne, Charlotte Coles
and Andrew Passmore

On behalf of:
Red Earth Bideford Ltd

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Report Author(s)	Stella Smith and Laurence Vinnels
Contributions	Naomi Payne, Charlotte Coles and Andrew Passmore
Checked by	Andrew Passmore and Paul Rainbird
Approved by	Andrew Passmore

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The views and recommendations expressed in this report are those of AC archaeology and are presented in good faith on the basis of professional judgement and on information currently available.

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CONTENTS

	<i>Summary</i>	
1.	Introduction	1
2.	Archaeological and historical background	2
3.	Aims	3
4.	Methodology	3
5.	Results – historic building recording	4
6.	Results – watching brief	9
7.	Results – trench evaluation	10
8.	The finds	12
9.	Discussion	13
10.	Conclusions	13
11.	Archive and OASIS	16
12.	Sources consulted	16

List of figures

- Fig. 1: Location of site
- Fig. 2: Locations of buildings and structures recorded, the geotechnical test pits and evaluation trenches, with archaeological features shown
- Fig. 3: Phased floor plans of the warehouse
- Fig. 4: Elevations of the warehouse
- Fig. 5: Phased floor plan of the storeroom and cottage
- Fig. 6: Elevations of the storeroom and cottage
- Fig. 7: Trench 1, plan and sections
- Fig. 8: Trench 2, plan and sections
- Fig. 9: Trench 3, plan and sections
- Fig. 10: Evaluation trenches with archaeological features shown in relation to an extract of the 1888 1:500 Ordnance Survey Town Plan of Bideford

List of plates

- Plate 1: General view of the site looking northeast from Bideford Long Bridge
- Plate 2: General view of the site looking northeast from Bideford Long Bridge, following the demolition of the standing buildings on the site
- Plate 3: North elevation of the warehouse, looking south (2m scale)
- Plate 4: East elevation of the warehouse, looking west (2m scale)
- Plate 5: South elevation of the warehouse, looking north (2m scale)
- Plate 6: West elevation of the warehouse, looking southeast (2m scale)
- Plate 7: Lobby on the ground-floor of the warehouse, looking southwest (1m scale)
- Plate 8: Central ground-floor room of the warehouse, looking southeast
- Plate 9: West ground-floor room of the warehouse, looking southwest
- Plate 10: First-floor office in the warehouse, looking northwest (1m scale)
- Plate 11: First-floor corridor in the warehouse, looking west (1m scale)
- Plate 12: West elevation of the cottage, looking northeast (2m scale)
- Plate 13: North elevation of the cottage showing the extension, looking south (2m scale)
- Plate 14: West elevation of the store, looking east (2m scale)
- Plate 15: South elevation of the store, looking north (2m scale)
- Plate 16: Outbuilding adjacent to cottage, looking northeast (2m scale)
- Plate 17: East elevation of the cottage, looking southwest (2m scale)
- Plate 18: Ground floor of the store (south end), looking northwest (2m scale)
- Plate 19: Ground floor of the store (north end), looking north (2m scale)

Plate 20: Rolling crane hook on ground-floor of the store, looking southeast
Plate 21: First floor of store, looking south
Plate 22: Stairs in the cottage, looking southeast (1m scale)
Plate 23: Front reception room in the cottage, looking northwest (1m scale)
Plate 24: Fireplace in the kitchen of the cottage, looking south (1m scale)
Plate 25: North extension of the cottage, looking north
Plate 26: Entrance to the wharf yard, looking west (1m scale)
Plate 27: The eastern boundary between the buildings, looking northwest (1m scale)
Plate 28: Vehicular weighbridge within the yard, looking south (1m scale)
Plate 29: The northern boundary wall of the wharf yard, looking northwest (1m scale)
Plate 30: Modern garages and boundary walls in plot to the north, looking north (1m scale)
Plate 31: Location of geotechnical test pit 1, work in progress, looking northeast
Plate 32: Geotechnical test pit 2, looking east (1m scale)
Plate 33: Geotechnical test pit 5, looking south (1m scale)
Plate 34: Geotechnical test pit 6, looking south (1m scale)
Plate 35: Trench 1, walls S1027 and S1028, looking east (0.5m scale)
Plate 36: Trench 2, eastern sondage, looking south (1m scale)
Plate 37: Trench 2, cobbled surface S2006, looking east (1m scale)
Plate 38: Trench 2, walls S2020 and S2022, looking east (1m scale)
Plate 39: Trench 3, northern sondage, looking east (1m scale)
Plate 40: Trench 3, walls S3008 and S3011 and floor surface S3009, looking north (1m scale)

Appendix 1: Tabulated context descriptions by geotechnical pit

Appendix 2: Tabulated context descriptions by trench

Appendix 3: Finds quantification by context

Summary

Historic building recording, an archaeological watching brief and a trial trench evaluation were undertaken at Brunswick Wharf, Barnstaple Street, East-the-Water, Bideford, Devon by AC archaeology between May 2021 and March 2022 in advance of redevelopment providing residential units, commercial units (Class E) with public open space, car parking, floating pontoon and associated landscaping works.

The wharf is situated on reclaimed land, with this likely to relate to various phases of infilling from the early post-medieval period through to the end of the 19th century. Historic sources indicate that it has probably been occupied since the 16th century with various uses over the years, including shipbuilding and the storage and transportation of goods from North Devon's major post-medieval industries.

The recorded buildings – the warehouse and the cottage – have origins that are contemporary with the shipbuilding yard and date to the 19th century. A key event in the site's history was the widening of Barnstaple Street in 1923 when a whole bay was removed from the warehouse and a new east elevation constructed and the front of the cottage was narrowed with again a new east elevation constructed. The survey identified a number of mid and/or later 20th-century alterations to the buildings including the rebuilding of the store.

The evaluation produced results that indicated there was some level of survival across the site, although demolition and clearing of structures, at various times in the late 19th and 20th centuries, had been extensive. A small number of walls and surfaces associated with phases of development of the site were exposed. These were located at relatively shallow depths, generally surviving directly below the modern surface. The watching brief and evaluation identified the presence of reclamation and made ground deposits dating from the 17th- and/or 18th-century onwards. These were sat on the foreshore that comprised either deposits of sand or tidal inundation material, the latter being located closest to the current wharf edge where the reclamation above was generally of a late date. All finds and deposits were dated to the post-medieval or modern periods, with no evidence for earlier remains identified.

1. INTRODUCTION (Fig. 1; Plates 1 and 2)

- 1.1 This document sets out the results of historic building recording, an archaeological watching brief and a trial trench evaluation undertaken between May 2021 and March 2022 at Brunswick Wharf, Barnstaple Street, East-the-Water, Bideford, Devon (NGR SS 45697 26510; Fig. 1). The archaeological investigations were commissioned by Red Earth Developments Ltd and were required by Torridge District Council following consultation with the Devon County Council Historic Environment Team under condition 25 of the grant of planning permission (Torridge planning reference 1/1126/2020/FULM) for redevelopment providing residential units, commercial units (Class E) with public open space, car parking, floating pontoon and associated landscaping works.
- 1.2 The site is located in the centre of Bideford in East-the-Water, directly north of the east end of Old Bideford Bridge (Plates 1 and 2). It covers around 2.1 hectares and at the time of the historic building recording contained three derelict buildings (since demolished) with the remaining site largely open with some walls, modern garages and a car park to the north of the upstanding buildings. The River Torridge forms the western boundary, whilst Barnstaple Street passes along the east side and a fence dividing the site from Wooda Surgery constitutes the northern boundary. The river wall, which forms the site's western boundary, was previously in use as a

mooring place. The site is situated on broadly level ground at around 5.5m above Ordnance Datum, with the underlying solid geology comprising mudstone and siltstone of the Bideford Formation, overlain by tidal flat superficial deposits of clay, silt and sand (British Geological Survey Online Viewer 2022).

2. ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

- 2.1** A settlement at Bideford was present at the time of the Domesday Survey in 1086, when it was known as *Bediforda*. The town was granted Borough status in the late 12th or early 13th century.
- 2.2** The site is situated on reclaimed land, with this likely to relate to various phases of infilling from the early post-medieval period through to the 19th century. There was therefore potential for environmental remains to be preserved beneath this reclamation and dating from the prehistoric period when water levels were significantly lower than at present. This is evidenced by the finding of waterlogged plants and woody fragments dating to the Late Neolithic period during investigations involving coring on the western side of the river and a little upstream (Allen *et al.* 2012).
- 2.3** The site has been the subject of an Archaeological Desk-based Assessment (Tabor 2020). This established that it has probably been occupied since the 16th century with various uses over the years, including shipbuilding and the storage and transportation of goods from North Devon's major post-medieval industries. The 2020 assessment included an extensive analysis of historical mapping. A summary is provided here, with particular focus on the later 19th and 20th century history, as the earlier maps, although indicating some probable uses of the site are ambiguous.
- 2.4** Denham's hydrographic chart of 1832, though limited due to his hydrographic priorities, provides some information about the site. A few buildings are depicted on the east side of the site and the angular indentations along the east bank of the river may be indicative of shipyard locations and docks. The 1841 tithe map does not depict any buildings on either side of Barnstaple Street. The site however occupies part of a strip of land extending from the eastern end of the bridge and beyond the site's northern limit within a single plot 1658, recorded on the accompanying apportionment as owned by Thomas Chope and occupied by Elizabeth Phillips and described as 'Town'. The lack of buildings does not mean that they were not present, but rather that they were non-tithable.
- 2.5** In 1852 a plan for a proposed Bideford Extension Railway, which was opened in 1855, shows the warehouse building along the southern part of the site. A plan of 1868 for the proposed London and South West railway shows the extreme north end of the site and indicates that there had been infilling and demolition since 1852.
- 2.6** The Ordnance Survey 1:500 town plan of 1888 shows infilling continuing in the north part of the site including the addition of St Peter's Mission Church. On the east side of the site a structure on the site of the recorded store building is now depicted and the cottage is a clearly definable unit linked to a narrow east-west oriented building.
- 2.7** The Second Edition Ordnance Survey map of 1904 shows that St Peter's Mission Church has been replaced by new buildings which overlap with its former ground plan. This map also shows further reclamation of land with a building in the far northwest corner of the site. In the south new buildings are attached to the rear of the structure linked to the cottage. The presence of two cranes and a possible weighbridge marks a shift from shipbuilding to a service industry of river-

borne goods transportation. A road-widening scheme map of 1923 shows further reclamation so that the shoreline is broadly that of today.

- 2.8** The Ordnance Survey map of 1932 shows that the crane and track in the north part of the site have been removed. A new crane and track along the shoreline had been added in the northern part of the site along with further buildings and infilling. The Ordnance Survey map of 1957, shows the removal of a building on the northwest side of the site to make way for a second vehicular access. There had also been further infilling in the central area of the site. The Ordnance Survey map of 1966 shows some removal of buildings in the central part of the site along with the crane track. The area to the south is marked as Brunswick Wharf for the first time. The Ordnance Survey map of 1980 shows that all crane tracks had been removed from the site.
- 2.9** The Ordnance Survey map of 1994 shows little change to the site. However, since that date all buildings were removed from the northern part of the site, part of which became a car park. The historic standing buildings retained are the cottage, store and warehouse which are subject to the detailed recording presented below.
- 2.10** The Devon Historic Environment Record contains a number of entries within the boundaries of the site. There is a generic entry for wharves (MDV43290), and further entries for Brunswick Wharf (MDV43283 and 55377), Mr Cook's and later Queen's Wharf (MDV43285) and Clarence Wharf (MDV18917). The latter entry overlaps with a shipyard that extends to the north (MDV43284). Other entries within these wharfs comprise a foundry on Clarence Wharf (MDV43289), and an adit and a tramway from the adit onto the quayside (MDV54232 and MDV54233); the latter is mapped within Brunswick Wharf, but the description places it further to the north. The final entry is for a 17th-century pottery whose exact location is not known, but is thought to have been on the east side of Barnstaple Street, but extended across to the west (MDV19234).

3. AIMS

- 3.1** The aim of historic building recording was to preserve by record the buildings prior to demolition, and to record all currently visible features of architectural interest.
- 3.2** The aim of the archaeological watching brief and trial trench evaluation was to establish the presence or absence, extent, depth, character and date of any archaeological features, deposits or finds within the site, with particular reference to evidence for buried remains dating from the prehistoric, Romano-British and medieval periods. The results of the work will be reviewed and used to inform any subsequent mitigation.

4. METHODOLOGY

- 4.1** All investigations were undertaken in accordance with a project design prepared by AC archaeology (Valentin 2021). The historic building recording was undertaken in accordance with the Chartered Institute for Archaeologists' *Standard and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures* (2014, updated 2020) and the guidance set out in *Understanding Historic Buildings: A guide to good recording practice* (Historic England 2016), with the level of survey (as defined in that document) carried out at level 3 for the three wharf-side buildings.
- 4.2** The archaeological investigations were carried out with reference to the Chartered Institute for Archaeologists' *Standard and Guidance for an Archaeological Watching Brief* (2014, updated

2020) and *Standard and Guidance for Archaeological Field Evaluation* (2014, updated 2020). It comprised the initial monitoring of 9 geotechnical pits, and the subsequent excavation of three trial trenches totalling 177m in length, with each measuring 1.8m wide.

- 4.3 All trenches were located with a Leica Net rover GPS with sub-10mm accuracy. The removal of overlying deposits within the trenches was undertaken in a maximum of 0.2m spits under the control and direction of a site archaeologist. Stripping by mechanical excavator ceased at the level at which archaeological deposits or natural geology was exposed. Spoilheaps were scanned for displaced artefacts.
- 4.4 All features and deposits revealed were recorded using the standard AC archaeology *pro forma* recording system, comprising written, graphic and photographic records, and in accordance with AC archaeology's *General Site Recording Manual, Version 2* (revised August 2012). Detailed sections and plans were produced at a scale of 1:10, 1:20 or 1:50 as appropriate. All site levels relate to Ordnance Datum.

5. RESULTS – HISTORIC BUILDING RECORDING (*Plans Figs 2-6; Plates 3-30*)

Introduction

- 5.1 The principal historic standing buildings on the site, which were recorded, were the warehouse, the store, and the cottage. These are described below followed by the other structures present within the site boundary. Their locations are shown on Fig. 2.

The warehouse

External description

- 5.2 The warehouse is located towards the south end of the site, and is aligned west-northwest to east-southeast with the gable ends fronting onto Barnstaple Street to the southeast and the River Torridge to the northwest. For the purposes of this report the building is described as though aligned east to west. It is a two-storeyed building largely constructed from rubble local stone with some brickwork, and has a gabled slate roof.
- 5.3 The north elevation is in two planes, and steps forward onto the wharf at its west end. There are seven ground-floor openings and nine first-floor openings (Plate 1). For each floor these are described in sequence from east to west. The eastern ground-floor opening has a flattened arched head of three courses of brick. This springs from a stone pier to the west, and has been cut off to the east when the building was truncated as part of the road widening in 1923. The opening contains a single modern wooden door and wooden panelling with four windows above, each of two panes. The next two openings have the same general form with flattened brick arches springing from stone piers. They both contain wooden panelling with four windows above, each of three vertical panes. The next three openings are smaller than those to the east, and have flattened arches of two courses of brickwork with wooden lintels below. The first two openings contain wooden casement windows of two lights, each of three vertical panes; glass only survives in the eastern opening. The third opening has been infilled with concrete blocks. The western doorway is located within the western section of masonry that projects into the wharf. It is wide and covered by a small projecting canopy supported on wooden brackets. The opening contains a set of folding panelled doors surrounded by fixed wooden panels.
- 5.4 The eastern first-floor opening is a metal casement two-light window with the left-hand casement having a hinged upper pane. The next window is in a larger infilled opening with the blocking material covered with render. It has the same window form as the previous opening except that the upper hinged pane is to the right. The next three windows are also of the same style. The

next two windows have a similar form although one has nine panes in the opening right-hand section, and the other has the opening pane to the left. At this level the western section of masonry that projects into the wharf has been rebuilt in brickwork, and contains the final two openings. To the east is a loading door with a projecting gabled roof and plank and batten wooden door. Adjacent to this opening is a shallow wooden-framed horizontal window of three panes. There is a further loading door at this level in the east elevation of this wider west end of the building.

- 5.5** In the east elevation the central part of the ground-floor is rendered with piers of exposed stone to either side (Plate 2). At this level are two tall but narrow window openings. On the first floor is a central two-light casement window with the right-hand casement having a hinged upper pane. To the south of the window the road sign 'Barnstaple St' is formed from lettered tiles. The gable is stepped, and within the masonry is an entablature engraved with the name:

BRUNSWICK WHARF
I. BAKER & SON,
GENERAL BUILDING MATERIAL
& COAL MERCHANTS.

- 5.6** The south elevation is completely obscured by vegetation (Plate 3), but contains a single ground-floor window and a series of eight first-floor windows, all of which are modern wooden casements.
- 5.7** To the south of the warehouse is a small garden whose current shape was created when the adjacent roads were widened in the 1923. It is enclosed by a stone wall that is a continuation of the parapet wall of the adjacent Bideford Long Bridge. There is a gateway into the garden fitted with ornate iron gates hung from large octagonal gate posts with pointed capping stones. The right-hand pier retains an ornate iron lamp holder.
- 5.8** The west elevation of the warehouse is rendered (Plate 4). On the ground floor are three buttresses, one at each side and a third off centre to the right. The right-hand buttress extends forward above the angled edge of the wharf frontage. There is a single ground-floor window opening and three first-floor window openings. The ground-floor opening has an arched head and one of the first-floor windows also has an arched head and is fitted with a wooden frame with four panes, of which two survive. The central first-floor opening has a metal frame of six (three over three) panes, set within a partially blocked former loading doorway. Along the top of the gable there is a high parapet topped with ornaments; a central ball flanked by two eagles and with a lion to the left. There may be another to the right but due to vegetation growth the area is not visible.

Internal description

- 5.9** At the east end of the ground floor the modern doorway opens into a lobby that gives access to an office, a WC and an enclosed staircase to the first floor. These spaces are formed from modern partitions constructed on a raised wooden floor with joists laid onto a lower concrete base (Plate 5). The western partition with the room to the west is constructed of concrete blocks. Across the east wall at ceiling height is a boxed-in rolled steel joist. To the west of these modern spaces is a large central room that is divided from the next room to the west by a wide secondary wall into which a wide modern opening has been inserted. The historic walls are exposed but with remains of a paint finish. The room has a brick floor. At the east end the first floor is supported on a pair of iron posts with integral brackets that carry a pair of enclosed beams (Plate 6) that extend into the western room. The rest of the floor structure is obscured by a board ceiling. The western room is longer and slightly Z-shaped (Plate 7). It has a brick floor, and the walls are painted. At the change in angle of the north wall a north-south rolled steel joist, acting as a

bridging beam, supports the ends of the joists described above in the central room. These carry closely-spaced north-south aligned joists supporting a wooden floor above. There is no ceiling. To the west there are three north-south aligned bridging beams carrying east-west aligned joists supporting a wooden floor above. In the west wall is a blocked doorway, partially infilled with concrete block, which was not visible on the exterior.

- 5.10** Apart from an open store within the western portion of the building, the first floor is a series of offices and a WC, all formed from modern partitions, with some containing windows to light the internal corridor. All have modern finishes including low suspended ceilings (Plates 8-9). In the western section, in addition to the north wall (as visible externally), the west and south walls are constructed of brick and relate to a phase of rebuilding of this end of the building. The roof structure was partially visible across the building, but where exposed was of a consistent design. There are 13 trusses with principal rafters attached to central king posts that terminate on high-level collars (allowing for walkable access below). The majority of the joints have nuts and bolts. These carry back purlins that overlap and are supported on cleats. In places they rest on secondary shorter rafters or bracing set above the principal rafters. They carry true secondary rafters.

Store and cottage

External description

- 5.11** The store is a rectangular, two-storeyed structure, aligned north to south and facing west into the wharf, with its rear side elevation facing Barnstaple Street. The north, south and east walls are constructed of rubble stonework with some red and pale yellow bricks, rubble concrete and coarse concrete block fragments; the west elevation is partially open fronted (see below). It has a gabled slate roof with the north elevation incorporating a chimney stack associated with the cottage to the north.
- 5.12** The majority of the cottage has a render finish, but its historic core of rubble stonework is visible within the south wall shared with the attached store, as well as occasionally exposed internally. The east elevation of the cottage is constructed of red brickwork, left exposed, which relates to the narrowing of the building when the adjacent road was widened in 1923. The building has a gabled slate roof with an additional gable to the east. There are chimney stacks in the north and south gables (as noted above), with a further stack or vent in the east gable that does not relate to any recorded fireplaces.
- 5.13** Attached to the west side of the cottage is a central two-storey extension constructed from yellow brick laid in stretcher bond (Plate 10). There is also a later single-storey extension attached to the north side of this extension, under a pitched corrugated sheet roof (Plate 11). The latter is constructed of rendered concrete block walls. In the rear, west elevation of the main house there is a single wide ground-floor one-over-one pane hornless sash window, and a pair of two-light casement windows at first-floor level; one has a metal frame, whilst the other also includes a hinged upper pane. In the southern brick extension there is a ground-floor doorway and two-pane, top-opening casement window with a first-floor window above.
- 5.14** On the west side of the store there are two projecting gabled roofs covering hoist cranes and loading doors (Plate 12). There are seven projecting metal brackets just below eaves level that presumably supported a now-removed projecting sloping canopy (as recorded on Ordnance Survey maps). Below, both floors were originally open fronted. On the ground floor one bay has been infilled with plastic sheets and another bay has a secondary sliding door. On the first floor all but one of the bays have been infilled with asbestos boards.

- 5.15** The south elevation of the store has a single first-floor doorway with brick jambs and a concrete lintel (Plate 13). This is accessed from a flight of external wooden stairs. The ends of the roof purlins are visible as are the ends of two further beams at about the door height in the centre of the elevation.
- 5.16** The north elevation of the single-storey extension to the cottage has a single ground-floor casement window of two lights with the left casement having a hinged upper pane. The elevation is rendered.
- 5.17** To the northwest of the cottage is a small outbuilding with rendered walls and a sloping corrugated sheet roof. There is a door and a window in the west elevation and a door and two windows in the south elevation (Plate 14). The smaller window has a metal frame but no glass and the larger window has been blocked up using concrete blocks. The building is a modern welfare block, divided into two main spaces, and a cubicle. It was not accessible, but visible fittings comprise coat hooks and a sink.
- 5.18** The east elevation of the cottage has a ground-floor doorway and two window openings (Plate 15) on the ground floor; all have arched heads. The door is of three-panel design with nine panes above and a semi-circular head matching the profile of the opening. The south window has a wooden frame and external shutter and the north window is of four lights in a mullion and transom form with the lower lights each having six panes and the upper sections having two panes. On the first floor are three window openings. Only the north window has an arched head. This window and the south window are of a similar form to the large north ground-floor window. The central window is a single light of six panes.

Internal descriptions

The store

- 5.19** The ground floor of the store was originally a single space but two of the bays to the south have been partitioned off by the addition of a concrete block wall (Plate 16). In the space to the north three large rolled steel joists support the floor joists replacing earlier larger profile beams; one has an attached rolling crane hook (Plates 17-18). The space to the south has a single rolled steel joist supporting the floor above with another above the partition wall. Both spaces have a concrete floor and the only fittings are modern electrics.
- 5.20** The first floor of the store is a single open space accessed via the door in the south elevation (Plate 19). The walls are painted white, and there is no evidence of any former partitions. The west side has brick piers at the corners, and the elevation is divided into bays by steel posts supporting the roof. The spaces between are now infilled with wooden frames and asbestos board finishes on both sides. The second from south bay incorporates a pair of doors. In the east wall there are six brick filled sockets associated with former roof trusses. There are five replacement trusses of steel frames, of mid-20th century design, with ties and rafters and angled braces of L-shaped angle iron riveted together. These support wooden back purlins, sarking boards and an asbestos sheet finish. Other than a bench and an adjacent long steel bracket in the southwest corner, and an identical bracket on the opposite north wall, along with strip lights attached to the trusses, there are no fittings.

The cottage

- 5.21** The front door leads into an entrance hall that extends to the south and contains the staircase to the first floor (Plate 20). This feature is contemporary with the rebuilding of the elevation, and is pine with stick balusters. There is a cupboard underneath. The floor is red and white chequerboard ceramic tiles.

- 5.22** A four-panelled door leads into a front reception room. Here the ceiling has partially collapsed. There is a yellow brick fireplace in the north wall, probably contemporary with the rebuilding of the east wall (Plate 21). There is a window opening in the rear west wall, but the window has been removed, presumably when the later extension was added.
- 5.23** From the hall there is a doorway, now missing its door, into the rear kitchen. There is a blocked fireplace in the south wall, with a cupboard to one side (Plate 22). In addition to the window described above there is an original external doorway, now fitted with a modern part glazed door to the rear extension.
- 5.24** In the southern rear extension there is a modern plain door and single pane side opening casement in the north wall; the former now leads into the later extension. In the later extension there is a plinth for a piece of (now removed) plant along with modern shelves (Plate 23). The sheet roof is pitched and is supported on a wooden frame and has an internal lining.
- 5.25** The first floor was not accessible due to its poor condition. A landing leads to front and rear bedrooms over the reception room. There appears to be another smaller room over the entrance and stairs. There is a rear bedroom over the kitchen and another rear bedroom within the southern extension accessed via a corridor beside the north rear room.

The eastern boundary walls

- 5.26** To the north of the cottage is a double width entrance to Queen's Wharf. This has granite gate piers with capping stones that project off the gate piers to the sides (Plate 24). The piers are set back from the road with rendered angled walls forming a splay. This arrangement was created in the mid 20th century (sometime between 1946 and 1957), and probably reuses earlier gate piers that may have been located at the earlier entrance on the street frontage. The gates are modern replacements.
- 5.27** The boundary between the warehouse and the store is formed by a low rubble stone wall topped with metal railings joined with a horizontal bar near the top (Plate 25). The railings have spear headed tops. There is a very wide vehicular entranceway, giving access to Brunswick Wharf which has modern gate posts and gates. Within the yard beyond the gates is a vehicle weighbridge manufactured by Avery (Plate 26).

North boundary to Queen's Wharf

- 5.28** The boundary wall defining the north boundary of Queen's Wharf is constructed of rubble stone (Plate 27). Some areas are rendered and other sections have been rebuilt. It is in a poor condition with stone missing from the top and a section to the west has completely collapsed. At the west end there is the remains of a return to the north representing part of a building within the adjacent wharf. The east end of this building is defined by another return of the masonry to the north terminating immediately at a doorway. A stone and brick buttress has been added to support the retained wall, located within the former opening.

The historic plot north of Queen's Wharf

- 5.29** This was a narrow strip of land defined by stone walls to the north and south. It now contains a row of modern garages in the northeast corner. They are enclosed with a tall wire fence separating them and the associated access from the rest of the plot, which is now under grass. The north and east boundary walls are constructed of rubble stone. The only feature in the east wall is a wide modern opening allowing access to the garages. The north elevation of the north boundary wall displays four phases of construction. The east end is constructed of rubble stone, which is in part painted relating a former structure located within the present car park to the north. There is also a low-level batten of uncertain function. At its west end a late 20th-century brick pier supports the wall, and beyond this there is stone blocked former window opening with brick

jamb and arched head. To the east of this a late 20th-century brick wall has been constructed against the earlier structure. Beyond this wall is another rubble stone wall that has an integral north to south aligned wall at its east end extending into the plot (Plate 28). At its south end it incorporates a short return to the west, and where it has been demolished to the west footings are visible at ground level. The north wall is a rebuild of an earlier wall that survives to either end, and is constructed of larger blocks of local stone laid in a more coursed fashion than the other lengths of walls. To the west is another section of wall constructed of rubble stone. Its west end has been rebuilt in concrete blocks, probably at the former angle where it returned to the south. These western lengths of the north boundary wall (and the eastern return to the south) relate to a central building within the plot recorded on Ordnance Survey maps.

The car park

- 5.30** The boundaries to Barnstaple Street and the doctor's surgery to the north are all modern, and associated with the construction of this building and associated landscaping. Along the quayside lengths of rails survive set within the concrete surfaces. These are associated with a travelling crane first recorded on the 1932 Ordnance Survey 25-inch map. A short stretch of concrete on the wharf-side around the rails is inscribed '1950'.

The wharf wall

- 5.31** The proposed recording of the wharf wall was not possible due to the dangerous mud forming the river bed below the wall. However, a survey of the wall by boat and drone was undertaken for this project by John Grimes Partnership (Burrows 2018). Although access to parts of the wall was not possible due to moored craft the survey established that at least three phases of construction could be identified. The earliest was represented by the former Queen's Wharf defined by quoins at either end. To the north of the wharf the wall was a single build which was constructed according to historic mapping between 1888 and 1932. To the south of the former Queen's Wharf the remaining section contains a plaque with the initials 'J.C.B.' and date '1887'. This indicates that the wharf wall was constructed after the survey for the Ordnance Survey 1888 1:500 town map and prior to this map's publication. The date stone coincides with the purchase of the site by I. Baker and Sons and conversion to a builders' and coal merchants.

6. RESULTS – WATCHING BRIEF (*Plan Fig. 2; Plates 31-34; Appendix 1*)

Introduction

- 6.1** A total of nine geotechnical test pits (TP1-TP9) were machine excavated across the site (Fig. 2). They were rectangular in plan (except TP7 which was t-shaped) and measured between 2.1m and 3m long by 0.7m and 1.2m wide and between 1m and 3.4m deep. Tabulated context descriptions for the pits are provided in Appendix 1.

Results

- 6.2** All the pits exposed made ground and modern layers below surface deposits with the small number of finds from these dating to the 17th-18th centuries at the earliest. Four of the test pits exposed water deposited and inundation deposits to a maximum depth of 2.9m. Of these four pits, two (TP2 and TP6) had waterlogged organic deposits below the inundation deposits which were exposed at depths of 2.3m and 2.76m, respectively; large branches were exposed in TP2. The remaining two pits exposed natural sand at their base (TP3 and TP4), at depths of 2.25m and 1.25m, respectively.

7. RESULTS – TRENCH EVALUATION (*Plan Fig. 6; Plans and Sections Figs 7-9; Plates 35-40; Appendix 2*)

Introduction

- 7.1** Archaeological features were present in all three of the trenches and these are described below. River deposits, which comprised dark brownish black silty sand, was exposed in Trenches 2 and 3 at a depth of between 2.57m and 2.72m below the ground surface and were overlain by subsequent layers of made ground. Tabulated context descriptions for the trenches are provided in Appendix 2. Context numbers are prefixed by the relevant trench number (e.g. 1000 for Trench 1, 2000 for Trench 2 etc.).

Trench 1 (*Plan Fig. 7a and sections Figs 7b-e; Plate 35*)

- 7.2** This was located at the north part of the site and aligned approximately northwest-southeast and northeast-southwest in two arms. It was positioned, in part, to target the location of St. Peter's Mission Church indicated on the 1888 Ordnance Survey map.
- 7.3** The river deposits were not exposed within this trench. In the sondage, located in the southwest end of the trench closest to the river, the sequence was entirely contained within the made ground and did not expose the underlying river deposits. The sequence of the sondage comprised made ground (context 1012) at a depth of 1.80m beneath made ground (1011), industrial waste (1010), made ground (1009), made ground (1008), crushed mortar (1007), made ground (1006), industrial waste (1005), made ground (1004) and industrial waste (1003). The remains of two structures, wall (S1013 and S1027) and wall S1028, were exposed, and were overlain by made ground (1026), industrial waste (1025), crushed mortar (1024), industrial waste (1023), crushed mortar (1022) and made ground (1021). Overlying these deposits across the trench were levelling rubble (1002), concrete surface (1001) and concrete surface (1015) which were directly overlain by asphalt (1000) that was the modern surface of the carpark.

Wall S1013/S1027

- 7.4** This was exposed in the northwest and southeast end of the trench and measured 0.70m wide and 0.40m tall and aligned approximately northwest-southeast. It was constructed using subangular and angular unfaced stone with a lime mortar bond. The wall was not excavated to the base of its construction.

Wall S1028

- 7.5** This was exposed in the northwest end of the trench and measured 1.05m wide and 0.69m tall and aligned approximately north-south. It was constructed using subangular stone with lime mortar bond. Wall S1028 abutted the southwest face of wall S1027. The wall was not excavated to the base of its construction.

Trench 2 (*Plan Fig. 8a and sections Figs 8b-d; Plates 36-38*)

- 7.6** This was located in the centre of site and aligned approximately northwest-southeast and northeast-southwest. The trench targeted a number of buildings, including those from Queen's Wharf and Steamer Wharf, shown on the 1888 Ordnance Survey map.
- 7.7** Two sondages were excavated in this trench, located in the north and south of the trench. The north sondage did not expose the river deposits and was contained within made ground (2025) which was exposed to a depth of 3.50m and overlain by industrial waste (2024) and sand bedding layer (2003). The east sondage exposed river deposits (2014) at a depth of 2.57m and was overlain by made ground (2013), industrial waste (2012), made ground (2011), demolition material (2010), crushed mortar and cement (2009), industrial waste (2015), sand bedding layer (2007) and levelling deposit (2008). The remains of three features S2006, S2020 and S2022 were exposed. The sequence of deposits overlying cobbled surface S2006 was industrial waste

(2005) and levelling deposit (2008). The sequence of deposits overlying walls S2020 and S2022 was made ground (2018) and industrial waste (2017). Overlying these deposits across the trench was asphalt (2001), modern cobble and concrete surfaces, which were all overlain by soil and demolition material (2000).

Cobbled surface S2006

- 7.8** This was exposed in the southeast arm of the trench and measured 4.30m wide. It was laid using a single course of rounded cobbles set into a sand bedding deposit (2007), with no bonding material present.

Wall S2020

- 7.9** This was exposed in the southwest end of the trench and measured 0.25m wide and 0.20m tall and aligned approximately northwest-southeast with at the northwest end a return to the southwest. It was constructed using faced granite with a cement bond. The wall was not excavated to the base of its construction.

Wall S2022

- 7.10** This was exposed in the southwest end of the trench and measured 0.15m wide and 0.15m tall and aligned approximately northeast-southwest. It was constructed using faced granite with no bonding material. It had an associated construction cut F2021. The wall was not excavated to the base of its construction.

Trench 3 (Plan Fig. 9a and sections Figs 9b-d; Plates 39-40)

- 7.11** Trench 3 was located in the southwest part of the site and was aligned approximately northwest-southeast and northeast-southwest. The trench was positioned to target two possible docking bays and across the ship building yard indicated on the 1888 Ordnance Survey map.
- 7.12** Three sondages were excavated in this trench, located in the northeast, southeast and southwest ends of the trench. The north sondage exposed river deposits (3014) at a depth of 2.72m, which was overlain by made ground (3013), industrial waste (3012) and made ground/levelling deposit (3007). The east sondage was contained within industrial waste (3018) which was exposed at a depth of 1.05m and was overlain by made ground (3017), industrial waste (3016), crushed mortar (3015) and made ground/levelling deposit (3007). The south sondage exposed river deposits (3006) at a depth of 2.58m, which was overlain by several deposits of made ground (3005), (3004), (3003) and (3002). The remains of three features S3008, S3009 and S3011 were exposed. Overlying all these deposits across the trench was concrete (3001).

Wall S3008

- 7.13** This was exposed in the northeast end of the trench and measured 0.80m wide by 0.18m tall and aligned approximately northeast-southwest. It was constructed using stone with a cement bond and a thin cement layer on the exposed upper surface. The wall abutted wall S3011.

Floor surface S3009

- 7.14** This was exposed in the northeast end of the trench and measured 0.50m wide. It was constructed using stone with a cement bond and a thin layer of cement on the exposed upper surface. The floor abutted wall S3011.

Wall S3011

- 7.15** This was exposed in the northeast end of the trench and measured 0.85m wide and 2.56m tall and aligned approximately northwest-southeast. It was constructed using unfaced stone with a cement bond. Wall S3008 and surface S3009 abutted it to the northeast.

8. THE FINDS *by Naomi Payne, Charlotte Coles and Andrew Passmore (Appendix 3)*

Introduction

- 8.1 All finds recovered on site during the investigations have been retained, cleaned and marked where appropriate. They have been quantified according to material type within each context and the assemblage examined to extract information regarding the range, nature and date of artefacts represented. The collection of finds is summarised in Appendix 3. All are post-medieval to modern in date and, although they are useful for dating the archaeological deposits encountered, they are not of any significance. A Level 1 type (descriptive) report is therefore considered appropriate.

Post-medieval pottery and related material *by Naomi Payne*

- 8.2 A total of 131 sherds (5272g) of post-medieval pottery was recovered from 15 contexts. The assemblage includes 47 sherds of locally made mainly 17th/18th century North Devon products, single sherds of 18th century Westerwald and Bristol/Staffordshire yellow slipware, and 82 sherds of industrially-produced wares dating from the late 18th and 19th centuries. A catalogue of this material will be deposited with the archive. North Devon forms present include Type 3E bowl, Type 3G bowl/pancheon, Type 3J bowl, Type 4C pipkin and Type 12 slipware cup/mug (type numbers from Allan *et. al.* 2005, 191-92). Seven sherds from made ground (1012) and river deposit (2014) are over-fired and could be considered wasters. One of these contexts, (1012), also produced a large waster, possibly originally a tile, which appears to have been reused as kiln furniture and hence re-fired. This is severely heat-affected and partial vitrified. Although there is a documented pottery thought to have been located in the broad location of the north end of the site (Devon Historic environment Record entry MDV19234), the contexts from which the wasters were found indicates that they have been brought in, to be disposed of or used in made ground deposits.

Metal finds *by Naomi Payne*

- 8.3 An item of copper alloy (2g) was recovered from layer (3017). This is a small dress accessory comprising a slightly domed oval plate, 15mm by 13mm, with a flat rectangular loop on the back. The front has a moulded Greek key pattern arranged in an oval. This is likely to be a slide bracelet component of Victorian date.
- 8.4 Five pieces of iron weighing a total of 1,185g were recovered from three contexts. This material is fragmentary and modern, and cannot be closely identified.

Glass *by Charlotte Coles*

- 8.5 A total of 19 pieces (1,963g) of glass was recovered from eight contexts. All of the sherds are bottle glass, with the exception of a piece of modern white vessel glass from made ground (1004), and a small piece of rim made from green glass from an unknown vessel from levelling layer (1029). The bottle glass consists of the base and neck of an onion bottle from demolition rubble (2010) and another neck of onion bottle from demolition rubble (2013). These date from the late 17th century. There are also four pieces of cylindrical bottle from made ground (1026), and a cylindrical bottle base from made ground (108) in TP3, which date to the late-18th century. The fragments of glass from made ground (1008), in Trench 1, are all from late 18th- or 19th-century beer or wine bottles. The remaining glass from layer (3017) comprises pieces of 19th-century bottle glass, including a piece with embossed lettering, but as only a small piece survives the contents or maker label cannot be ascertained.

Clay tobacco pipe by Charlotte Coles

- 8.6 A total of three pieces (25g) of clay tobacco pipe was recovered from two contexts, industrial waste layer (2012) and demolition layer (2013). These are all undecorated stem pieces with no mouthpieces present.

8.7 Ceramic building material by Andrew Passmore

A complete brick weighing 2,867g was recovered from layer (124). This is a factory-made brick dating from the 19th or 20th century. It is regular and well-fired, with traces of mortar adhering in places. It measures 231mm by 117mm by 64mm.

Worked bone by Naomi Payne

- 8.8 A total of two worked bone items (2g) was recovered from two contexts. They comprise a hollow cylindrical cap or lid from demolition rubble (2010) and a recessed bone button with four sewing holes from layer (3017). Although the open end of the bone cap is worn, part of the edge is original, indicating that it was 15.5mm in total length. There is a small lenticular knob and three turned circumferential lines at the closed end. This object might have been part of something like a needle case, but it cannot be identified with certainty. Both of the worked bone objects fit within the range of the pottery dating for these contexts.

Worked wood by Andrew Passmore

- 8.9 A total of two wooden planks together weighing 5,945g was recovered from context 3006, the lowest river silts deposit in Trench 3:

- Plank 1: Where they are not rotten the edges are sawn straight. Towards one end is a wooden peg approximately 25mm in diameter. Dimensions: 950 x 190 x 60mm.
- Plank 2: Again the edges are sawn but this plank is in poorer condition than plank 1. One edge has part of a 30mm diameter peg hole. Dimensions: 950 x 100 x 55mm.

- 8.10 The two pieces were formerly part of the same plank, with peg holes located opposite each other. The damaged end has some iron staining which continues into the damaged area. Their function is uncertain but they could have formed part of a boat, for example as a deck plank.

Animal bone by Charlotte Coles

- 8.11 A total of nine pieces (371g) of animal bone was recovered from three contexts. These comprise a mammal rib with chop marks and an unidentifiable bone from levelling layer (1029), a complete cattle metatarsal from an animal with a withers height of 118cm from river deposit (2014), and a cattle radius, a pig radius, a large mammal rib and three unidentifiable bones from layer (3017).

Shell by Charlotte Coles

- 8.12 A total of eleven shells (62g) was recovered from two contexts. The assemblage includes a mussel from river deposit (2014), and three cockles, two limpets, two mussels, one piece of oyster, one common whelk and one dog whelk from layer (3017). These are all common species in the Bideford area.

9. DISCUSSION

Historic building recording

- 9.1 The recorded buildings are all located within the historic Brunswick Wharf, which in its broad current form had been created by 1852 and was used as a shipbuilding yard by Robert Johnson & Son and by H.M. Restarick from 1877 to 1887, when it was sold to the builders' merchants I. Baker and Sons. The warehouse and the cottage have origins that are contemporary with the shipbuilding yard; they are recorded on the 1888 Ordnance Survey 1:500 town plan. An earlier

store and the cottage are shown as a rectangular building, with small, attached structures to the rear, and connected to other buildings both within this wharf and the adjacent Queen's Wharf to the north. The warehouse is shown as partially open fronted on its eastern portion of the north-facing wharfside elevation, and this can be correlated with the two surviving and third partially truncated large (now infilled) openings. The function of the building is unknown, but it could have been used as workshops and store on the ground floor with a sail loft on the upper floor.

- 9.2** The 1888 Ordnance Survey 1:500 town plan also records buildings within Queen's Wharf and Steamer Wharf to the north, elements of which were recorded surviving as boundary walls within the modern (i.e. late 20th-century) townscape.
- 9.3** A key event in the site's history was the widening of Barnstaple Street in 1923. This involved the truncation of the ends of some buildings along the waterfront and the demolition of others (such as a building attached to and south of the cottage). A whole bay was removed from the warehouse and a new east elevation constructed. The rebuilding of the first floor at the west end of the warehouse probably also dates from this period. The front of the cottage was narrowed and again a new east elevation constructed. The central rear extension to the cottage was probably added soon after to compensate for the reduction in the building's footprint. The post-widening streetscape is recorded on the 1932 Ordnance Survey 25-inch map, which also records other associated changes including: alterations to the garden south of the warehouse; the relocated boundary wall between the warehouse and store; and the construction of the store. The map also shows the rails of the travelling crane along the quayside.
- 9.4** The survey identified a number of mid and/or later 20th-century alterations to the buildings. These included the later 20th-century addition of the office in the east end of the warehouse and the conversion of much of its first floor into offices or stores. The adjacent weighbridge is a mid 20th-century replacement of an earlier weighbridge in a similar location. Also during the mid 20th century the single-storey rear extension to the cottage was added, and the adjacent entrance to Queen's Wharf was moved back from the road to its current position. In the third quarter of the 20th century (and by 1966) the builder's yard in Brunswick Wharf extended northwards into Queen's Wharf, involving the removal of a number of buildings here. The welfare building to the rear of the cottage was added as part of this expansion, and it is possible that the alterations to the store (such as the new roof structure) are also of this date, although these may be later as the external staircase to the first floor is only first recorded in 1980. The garages are also shown in detail on this map, although they are located on the footprint of an earlier building.

Archaeological watching brief and trench evaluation

- 9.5** The evaluation returned results that indicated there was some level of survival across the site, although demolition and clearing of structures, both in the later 19th century and during the 20th century – most specifically during the latter part of this decade – had been extensive. A small number of walls associated with phases of development of the site were exposed, although due to the extensive demolition these represented only a fraction of the known historic structures and buildings depicted on historic maps. These walls were located at relatively shallow depths, generally surviving directly below the modern surfaces.
- 9.6** The structures, including the walls and surfaces, can be matched with buildings, walls and yard areas depicted on historic maps (Fig. 10). The wall (S1013 and S1027) in Trench 1 matches the boundary wall between St Peter's Mission Church and the buildings to the northeast; boundary S1013 was extended northwest by 1904 as represented by S1027. The adjacent wall S1028 appears to represent the significantly truncated remains of a quayside wall to Clarence Wharf situated to the south of this boundary and west of the church. The northeast-southwest arm of the trench targeting the church exposed no surviving remains of the church itself and it must have been thoroughly demolished as must have been the later buildings known to have replaced

it as there was no sign of these either. The walls S2020 and S2022 in Trench 2 are likely to represent part of the building at the northwest end of Queen's Wharf, which is present on the 1888 to 1932 Ordnance Survey maps. Other elements of this building survived as upstanding masonry and were also recorded along with the attached boundary wall to this wharf. The cobbled surface S2006 was located between buildings, to the northeast and southwest, that likely represents a yard area associated with Steamer Wharf, an area that is consistently depicted on the historic maps. In the northeast end of Trench 3 wall S3011 possibly represents the southwest wall of the docking bay shown on the 1888 Ordnance Survey map, although it does not directly line up with the dock as depicted on the map. Structure S3008 and surface S3009 probably represent construction over the infilled docking bay which is shown open on the 1888 Ordnance Survey map and filled and built upon by 1904.

- 9.7** The deposit sequences found within the geotechnical pits and trench sondages are largely derived from made ground deposits which is consistent with the construction and reclamation of land associated with the wharfs. All the finds recovered from these deposits were dated to the post-medieval or modern periods and there is nothing to indicate that deposits pre-dating the known post-medieval history of the site were exposed. This is consistent with the results for the opposite riverbank where coring of foreshore deposits found that organic deposits of possible early historic or late prehistoric date were present at -3.6m Ordnance Datum a depth of some 9m below the made ground surfaces of Brunswick Wharf, with a Late Neolithic date present from approximately -6m Ordnance Datum (Allen *et al.* 2012). The excavations at Brunswick Wharf did not extend beyond a depth of 3.5m below the made ground surfaces.
- 9.8** Dating of the deposit sequences was patchy, but the earliest reclamation deposits, of 17th- and/or 18th-century date, were present towards the east end of the site (and perhaps to a lesser extent towards the north end), which would be consistent with early reclamation of the foreshore adjacent to Barnstaple Street. Reclamation and made ground deposits of 19th-century date were present across the site, and these probably represent establishment of the various wharfs to their form as shown on mid-late 19th-century maps. Some later deposits in trench 3 can be related to the infilling of the docking bay between 1888 and 1904. Later 20th-century deposits comprised demolition and levelling deposits associated with the creation of yard and car park surfaces present at the time of the investigations.
- 9.9** The inundation deposits, identified in the test pits, were generally located close to the wharfside, and in some instances were clearly in areas that were not reclaimed until the turn of the 20th century. Elsewhere, they are likely to pre-date the establishment of the wharfs in the later post-medieval period, and be of (late) historic date, representing natural deposits of silt on or over the foreshore.

10. CONCLUSIONS

- 10.1** The recorded buildings – the warehouse and the cottage – have origins that are contemporary with the shipbuilding yard, and probably date to the early or mid 19th century. A key event in the site's history was the widening of Barnstaple Street in 1923 when a whole bay was removed from the warehouse and a new east elevation constructed and the front of the cottage was narrowed and again a new east elevation constructed. The survey also identified a number of mid and/or later 20th-century alterations to the buildings including the rebuilding of the store.
- 10.2** The evaluation produced results that indicated there was some level of survival across the site, although demolition and clearing of structures, at various times in the late 19th and 20th centuries, had been extensive. A small number of walls and surfaces associated with phases of development of the site were exposed. These were located at relatively shallow depths, generally

surviving directly below the modern surface. The watching brief and evaluation identified the presence of reclamation and made ground deposits dating from the 17th- and/or 18th-century onwards. These were sat on the foreshore that comprised either deposits of sand or tidal inundation material, the latter being located closest to the current wharf edge where the reclamation above was generally of a late date. All finds and deposits were dated to the post-medieval or modern periods, with no evidence for earlier remains identified.

11. ARCHIVE AND OASIS

- 11.1 The finds, paper and digital archive is currently held at the offices of AC archaeology Ltd, at 4 Halthaies Workshops, Bradninch, near Exeter, Devon, EX5 4LQ under the unique project code of **ACD2447** and the accession number **1.2021a** issued by the Barnstaple and North Devon Museum, Barnstaple. It will be held until it is known if any further archaeological work on the site is required.
- 11.2 An online OASIS entry has been completed using the unique identifier **414224**, which will include a digital copy of the final report.

12. SOURCES CONSULTED

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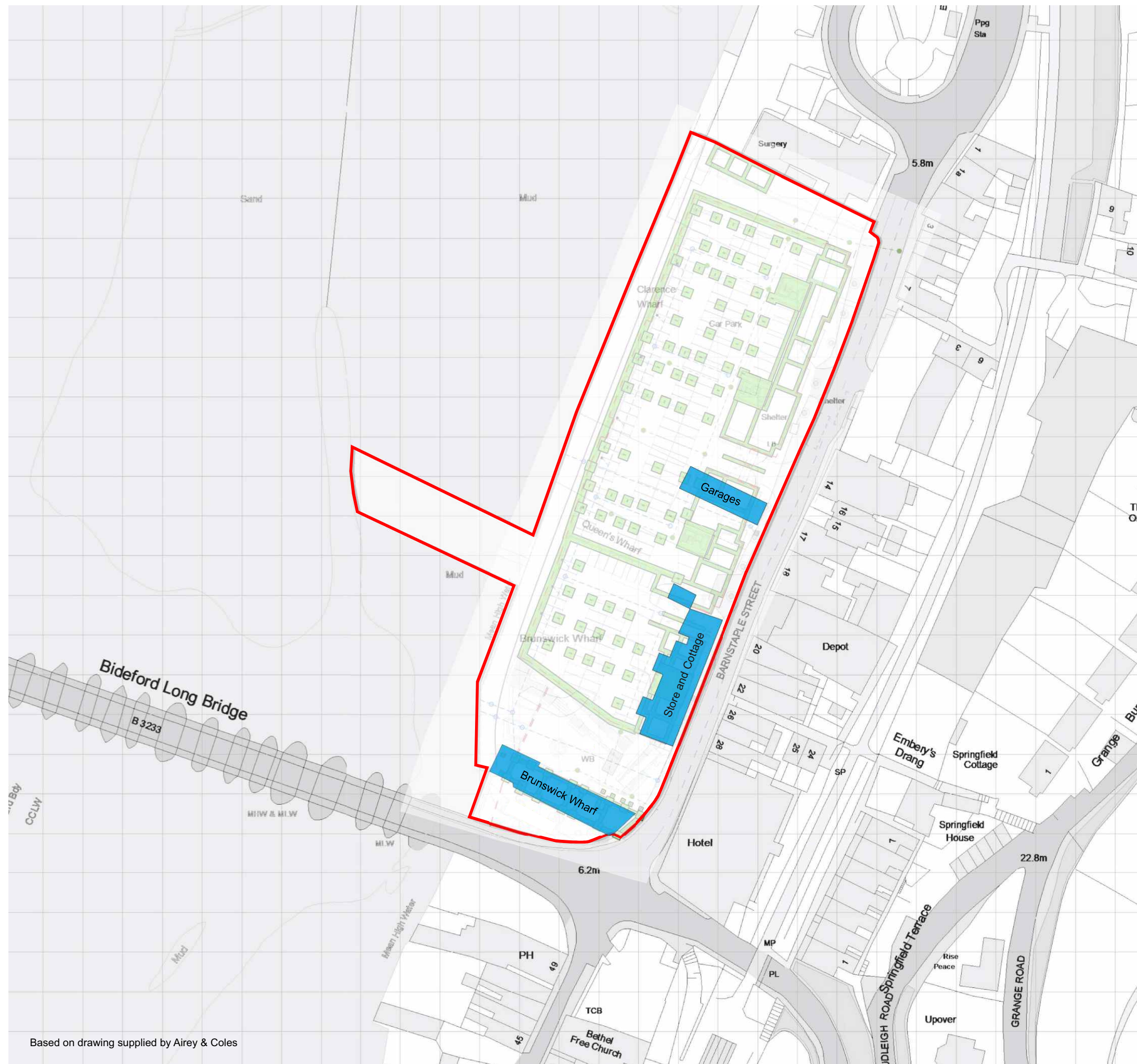
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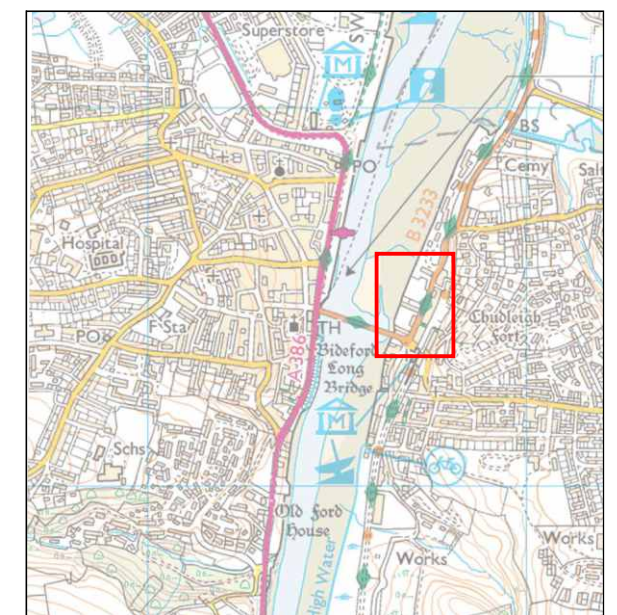
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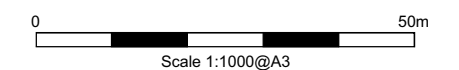
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Legend

- Site
- Main buildings recorded



PROJECT
Brunswick Wharf, Barnstaple Street, Bideford,
Devon

TITLE
Fig. 1: Location of site

Key

Site

Excavated trial trenches with archaeological features shown

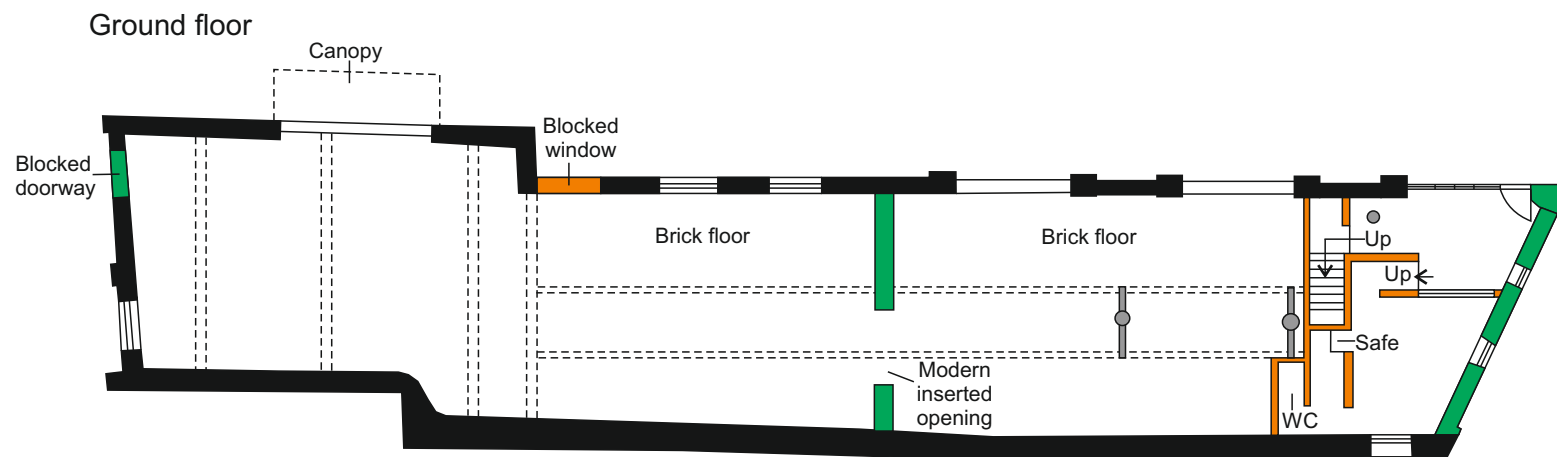
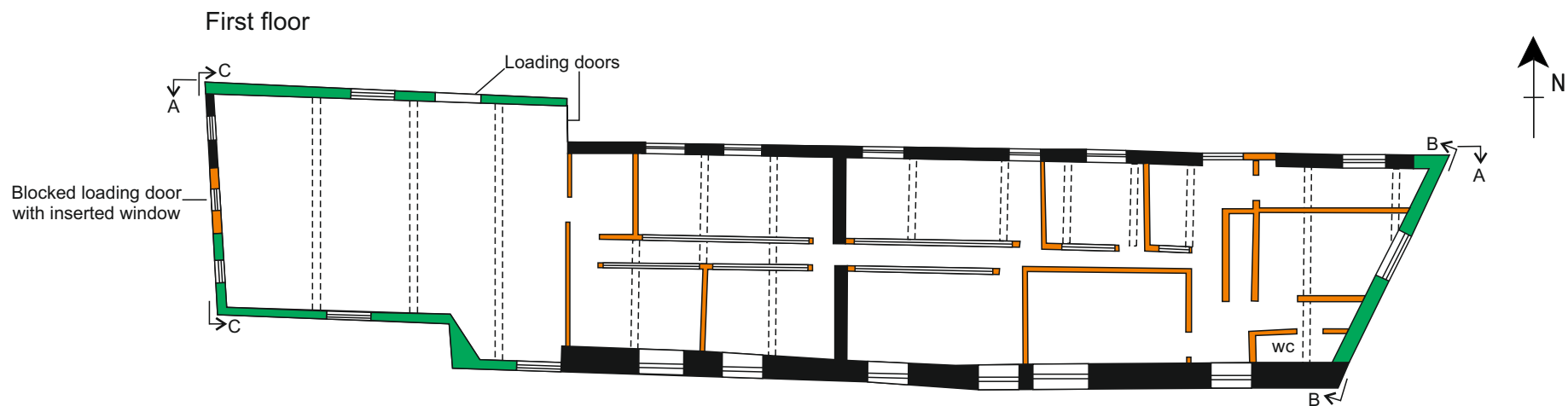
Test pits

Historic buildings and structures recorded

PROJECT
Brunswick Wharf, Barnstaple Street,
East-the-Water, Bideford, Devon

TITLE
Fig. 2: Locations of buildings and structures
recorded, the geotechnical test pits and evaluation
trenches, with archaeological features shown

Based on drawing prepared by AWW Inspired Environments



- Early-Mid 19th century
- 1923
- Late 20th century
- Iron posts
- Beams/trusses

0 10m

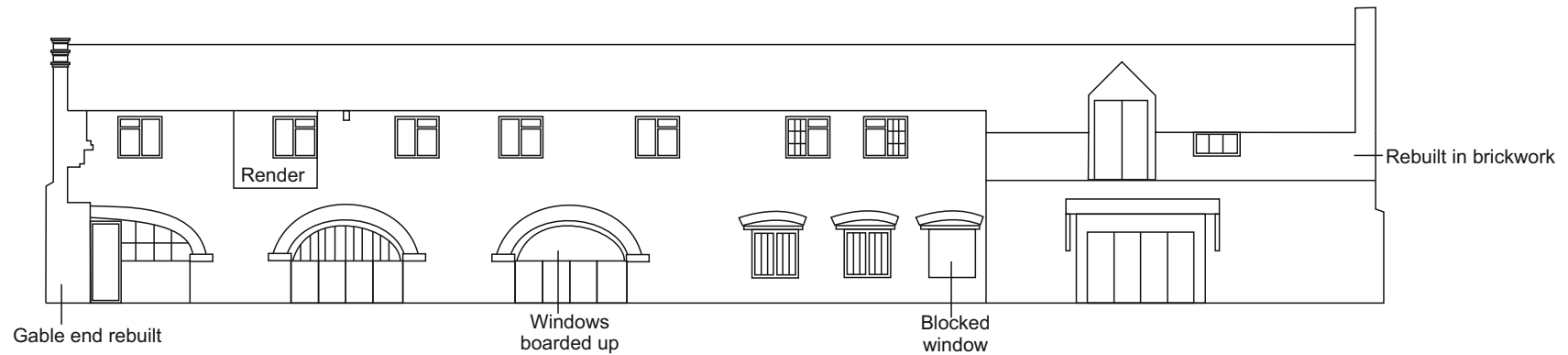
Scale 1:200@A4

PROJECT
Brunswick Wharf, Barnstaple Street,
East-the-Water, Bideford, Devon

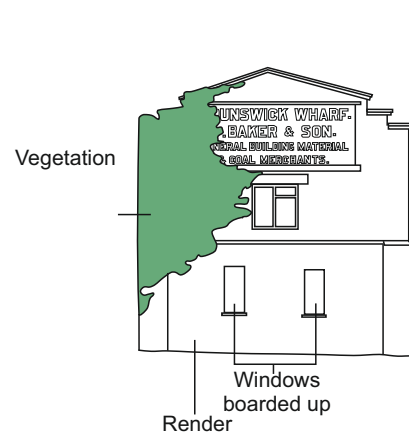
TITLE
Fig. 3: Phased floor plans of the
warehouse



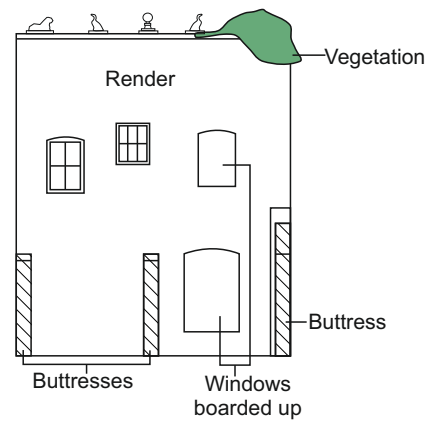
a) North elevation



b) East elevation



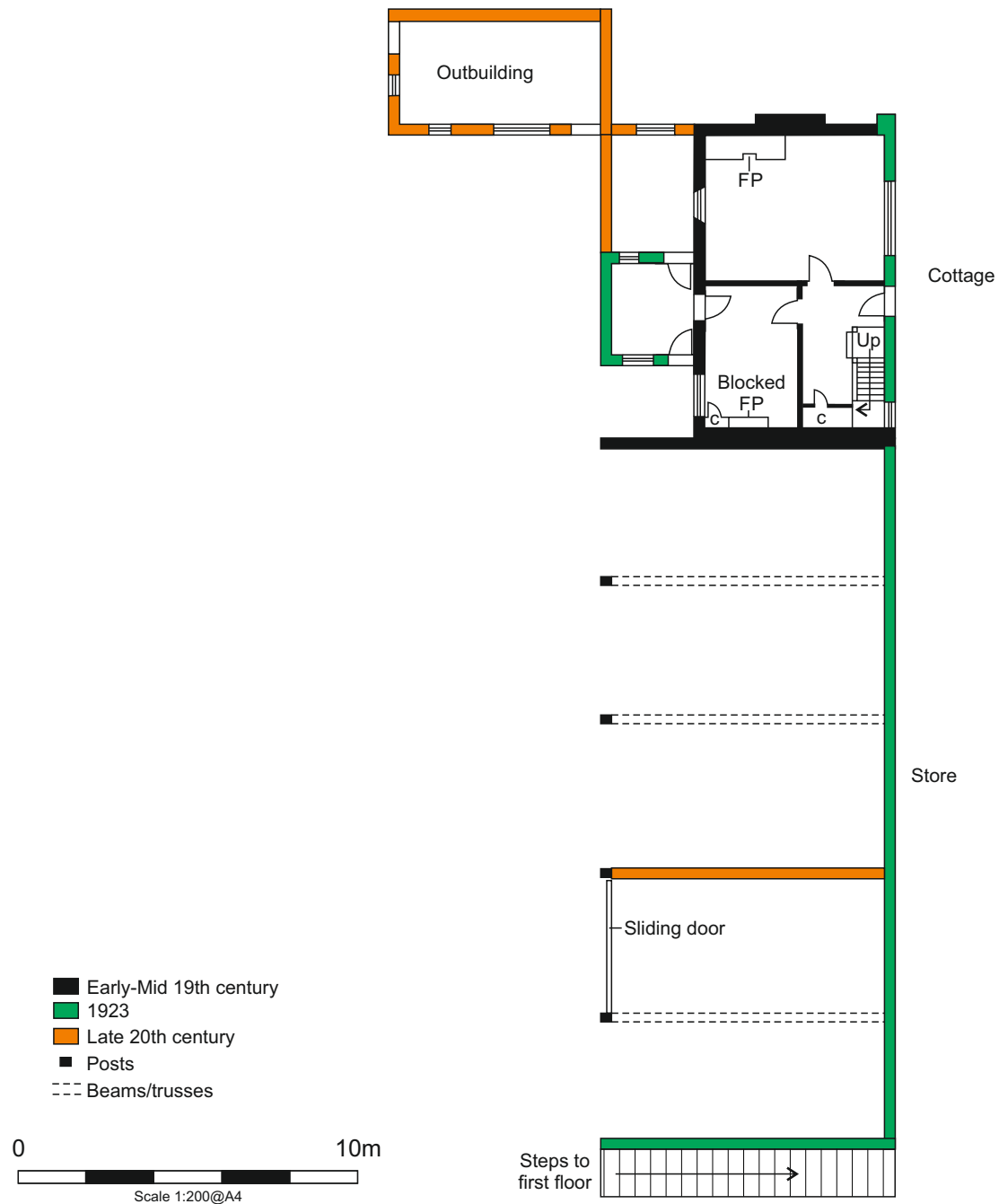
c) West elevation



0 10m
Scale 1:200@A4

PROJECT
Brunswick Wharf, Barnstaple Street,
East-the-Water, Bideford, Devon

TITLE
Fig. 4: Elevations of the
warehouse

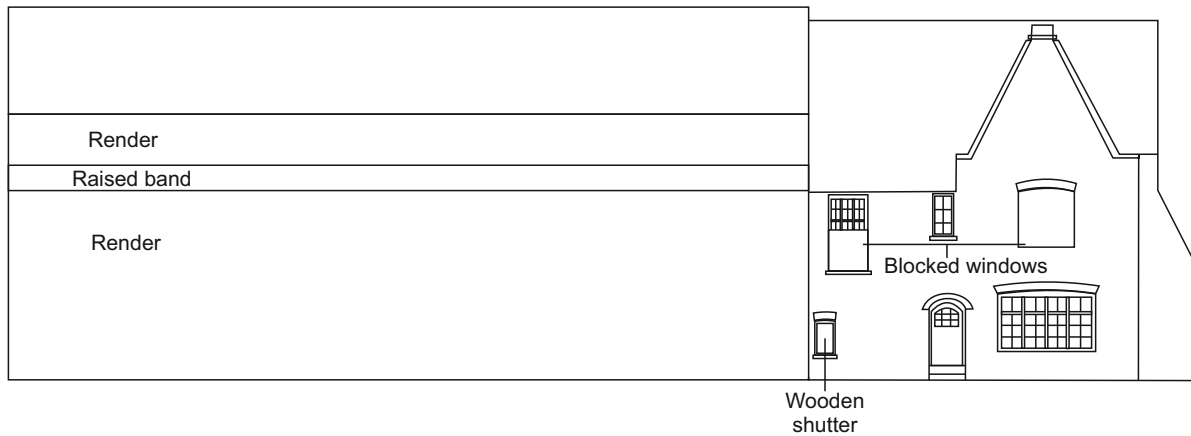


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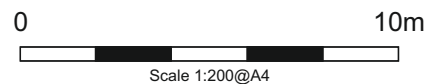
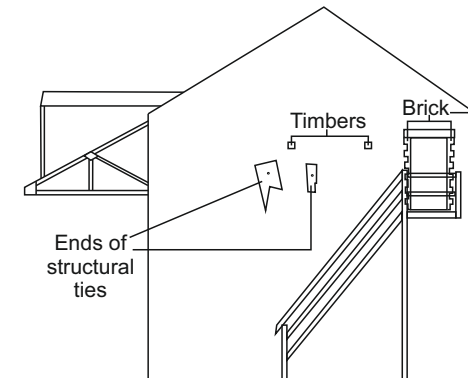
TITLE
 Fig. 5: Phased floor plan of the
 store and cottage



East elevation



South elevation



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Fig. 6: Elevations of the store
and cottage



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Diagram illustrating the components of the system:

- Stones**: Represented by white circles with black outlines.
- CBM**: Represented by orange shapes.
- Structures**: Represented by grey shapes.

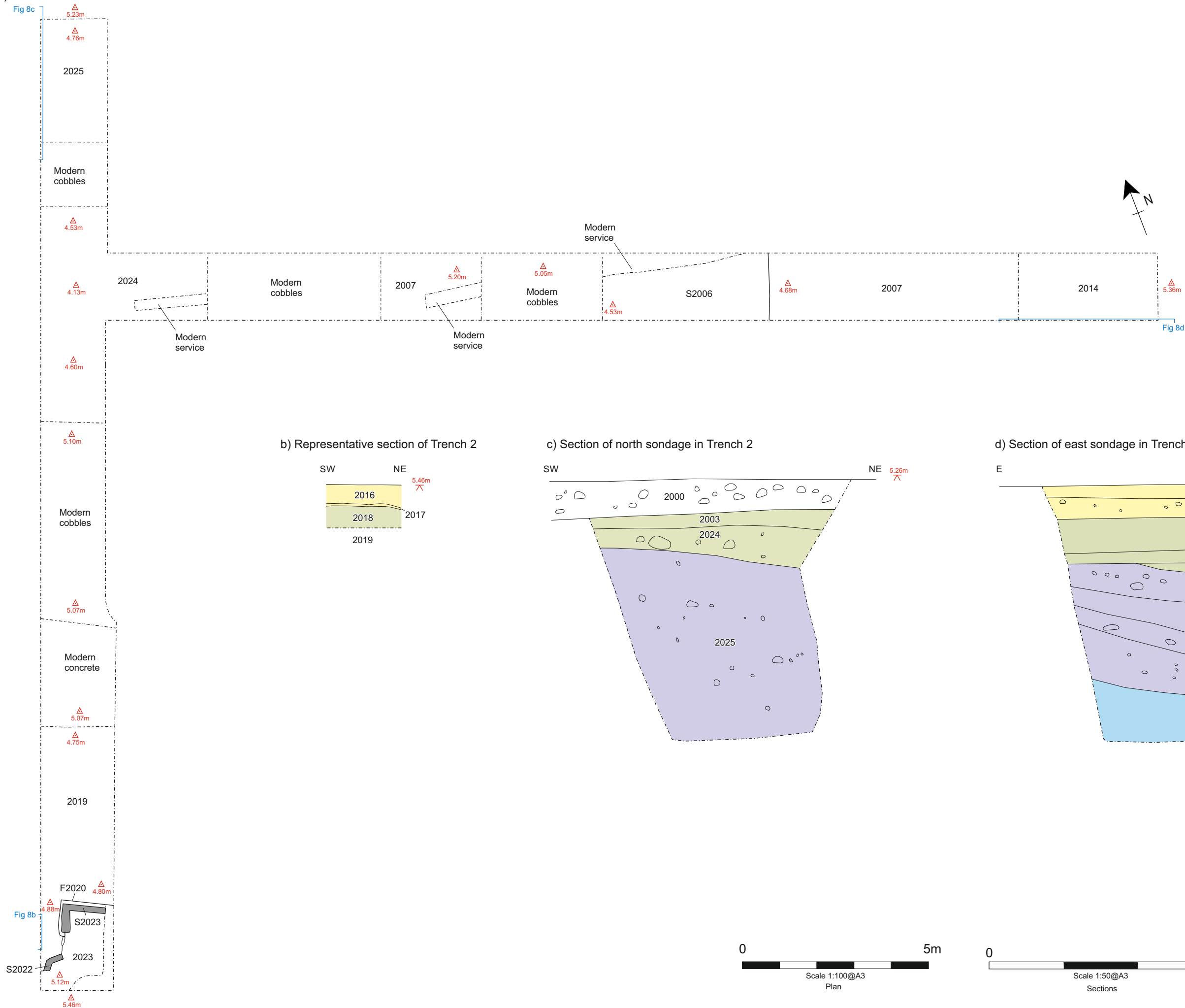
-  Later 20th century
-  Early 20th century
-  19th century
-  17th/18th century
-  17th/18th century - Inundation deposits



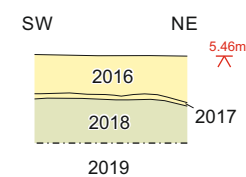
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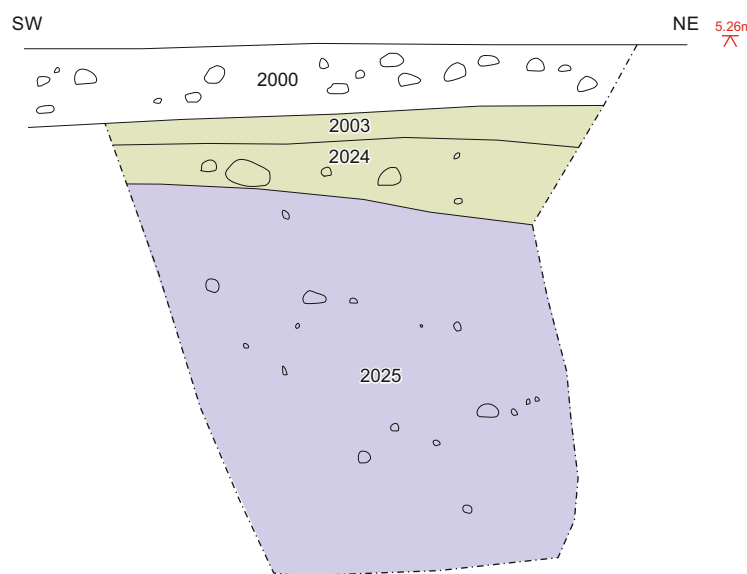
a) Plan of Trench 2



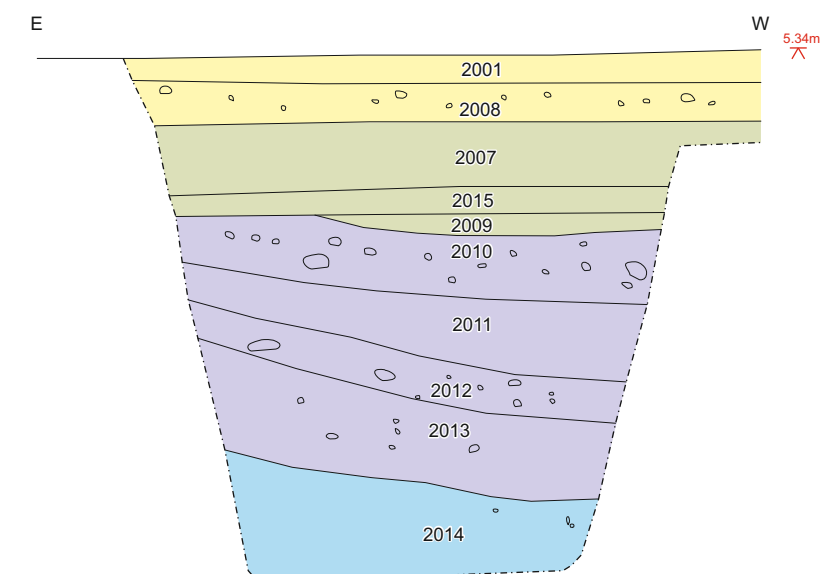
b) Representative section of Trench 2



c) Section of north sondage in Trench 2

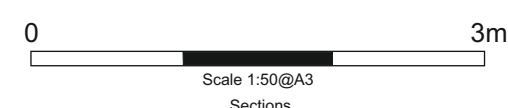


d) Section of east sondage in Trench 2

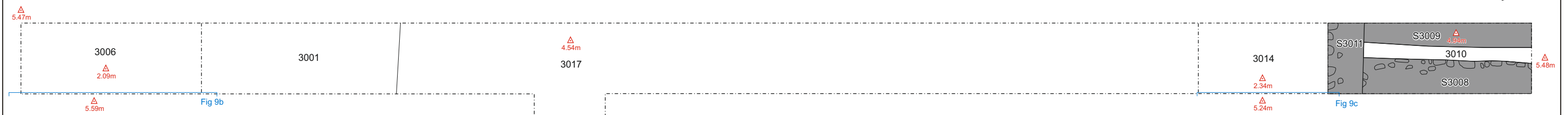


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Street, East-the-Water,
Bideford, Devon

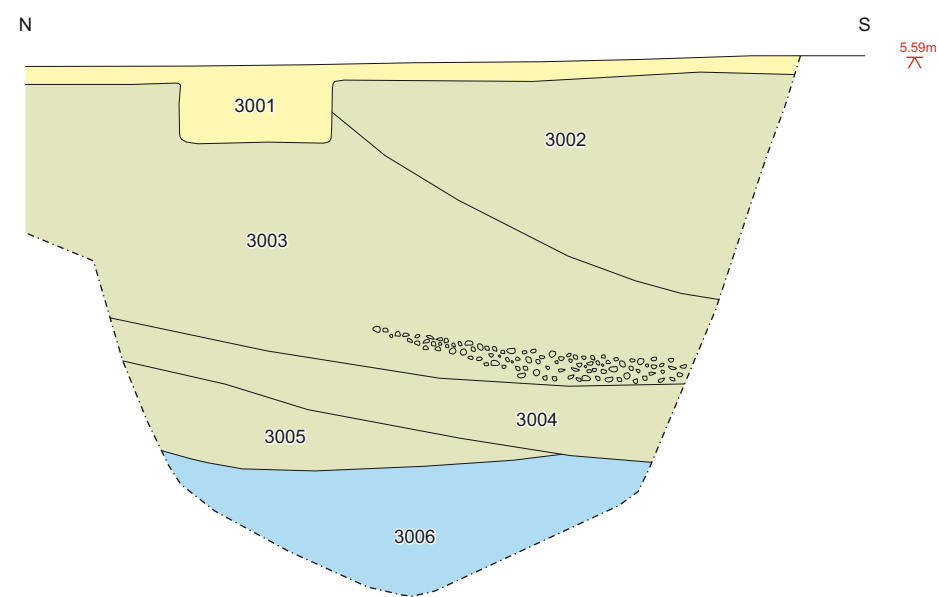
TITLE
Fig. 8: Trench 2, plan and
sections



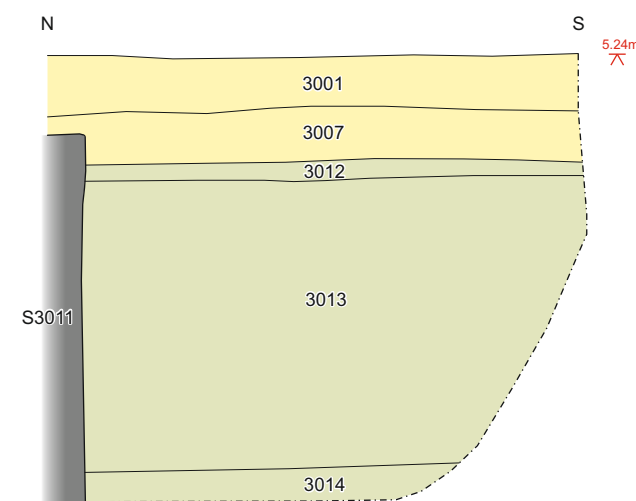
a) Plan of Trench 3



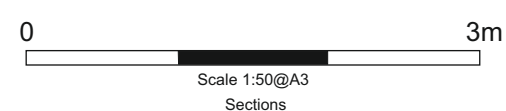
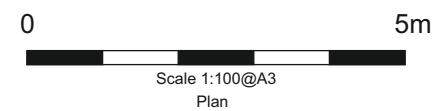
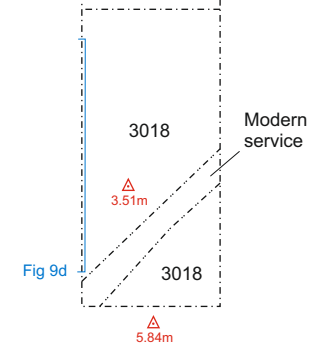
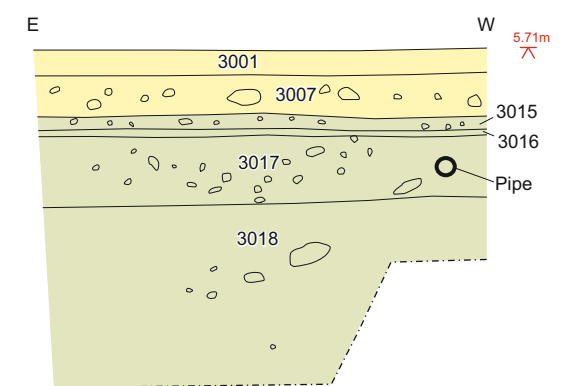
b) Section of south sondage in Trench 3



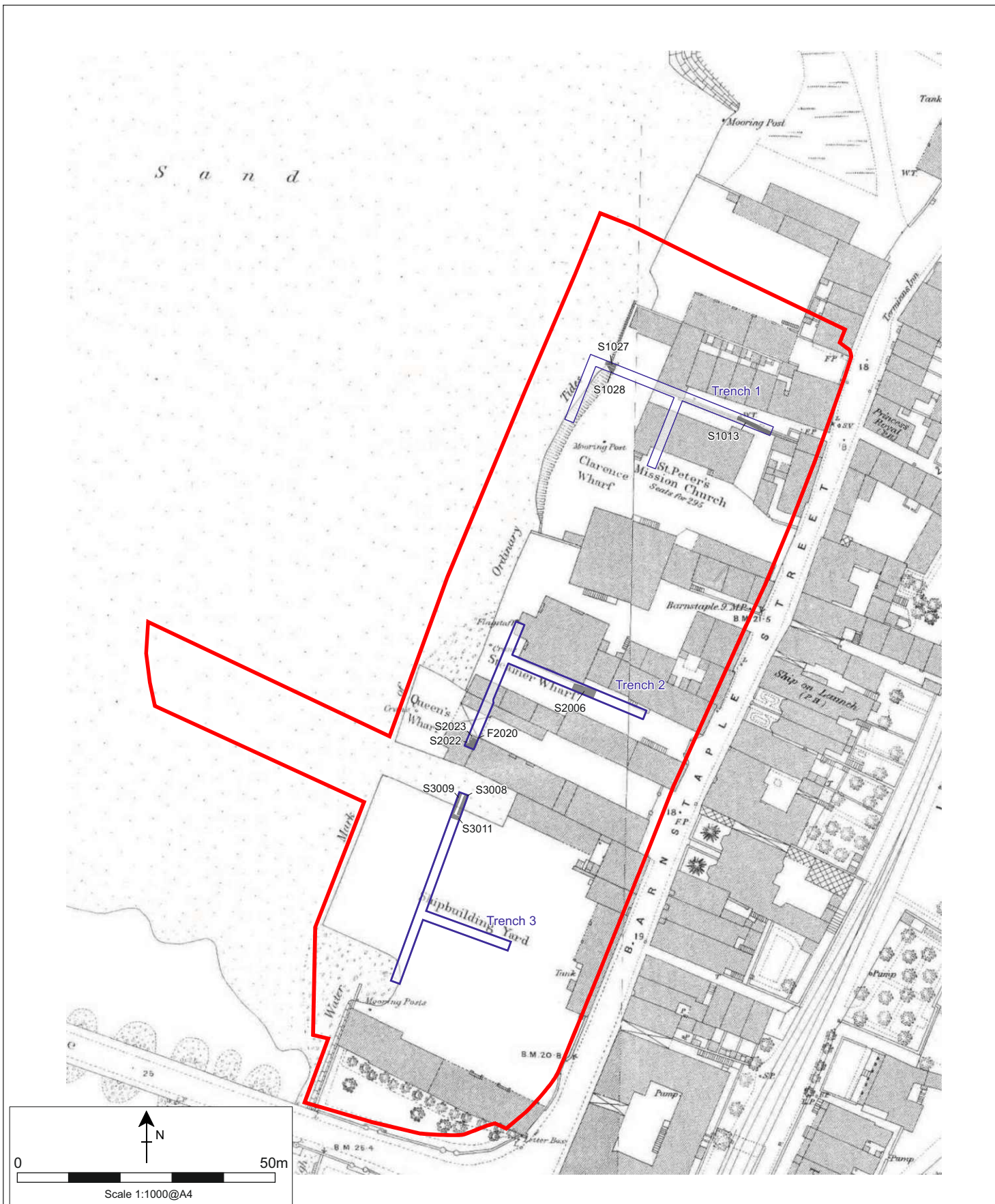
c) Section of north sondage and wall S3011



d) Section of east sondage in Trench 3



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Street, East-the-Water,
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Fig. 9: Trench 3, plan and
sections



Key



Site



Excavated trial trenches with
archaeological features shown

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Bideford, Devon

TITLE

Fig. 10: Evaluation trenches with archaeological
features shown in relation to an extract of the
1888 1:500 Ordnance Survey
Town Plan of Bideford



AC archaeology



Plate 1: General view of the site looking northeast from Bideford Long Bridge



Plate 2: General view of the site looking northeast from Bideford Long Bridge, following the demolition of the standing buildings on the site



Plate 3: North elevation of the warehouse, looking south (2m scale)



Plate 4: East elevation of the warehouse, looking west (2m scale)



Plate 5: South elevation of the warehouse, looking north (2m scale)



Plate 6: West elevation of the warehouse, looking southeast (2m scale)



Plate 7: Lobby on the ground-floor of the warehouse, looking southwest (1m scale)



Plate 8: Central ground-floor room of the warehouse, looking southeast



Plate 9: West ground-floor room of the warehouse, looking southwest



Plate 10: First-floor office in the warehouse, looking northwest (1m scale)



Plate 11: First-floor corridor in the warehouse, looking west (1m scale)



Plate 12: West elevation of the cottage, looking northeast (2m scale)



Plate 13: North elevation of the cottage showing the extension, looking south (2m scale)



Plate 14: West elevation of the store, looking east (2m scale)



Plate 15: South elevation of the store, looking north (2m scale)



Plate 16: Outbuilding adjacent to cottage, looking northeast (2m scale)



Plate 17: East elevation of the cottage, looking southwest (2m scale)



Plate 18: Ground floor of the store (south end), looking northwest (2m scale)



Plate 19: Ground floor of the store (north end), looking north (2m scale)



Plate 20: Rolling crane hook on ground floor of the store, looking southeast



Plate 21: First floor of store, looking south



Plate 22: Stairs in the cottage, looking southeast (1m scale)



Plate 23: Front reception room in the cottage, looking northwest (1m scale)



Plate 24: Fireplace in the kitchen of the cottage, looking south (1m scale)



Plate 25: North extension of the cottage, looking north



Plate 26: Entrance to the wharf yard, looking west (1m scale)



Plate 27: The eastern boundary between the buildings, looking northwest (1m scale)



Plate 28: Vehicular weighbridge within the yard, looking south (1m scale)



Plate 29: The northern boundary wall of the wharf yard, looking northwest (1m scale)



Plate 30: Modern garages and boundary walls in plot to the north, looking north (1m scale)



Plate 31: Location of geotechnical test pit 1, work in progress, looking northeast



Plate 32: Geotechnical test pit 2, looking east (1m scale)



Plate 33: Geotechnical test pit 5, looking south (1m scale)



Plate 34: Geotechnical test pit 6, looking south (1m scale)



Plate 35: Trench 1, walls S1027 and S1028, looking east (0.5m scale)



Plate 36: Trench 2, eastern sondage, looking south (1m scale)



Plate 37: Trench 2, cobbled surface S2006, looking east (1m scale)



Plate 38: Trench 2, walls S2020 and S2022, looking east (1m scale)



Plate 39: Trench 3, northern sondage, looking east (1m scale)



Plate 40: Trench 3, walls S3008 and S3011 and floor surface S3009, looking north (1m scale)

Appendix 1

Tabulated context descriptions by geotechnical pit

APPENDIX 1: TABULATED CONTEXT DESCRIPTIONS BY GEOTECHNICAL TEST PIT

TP1		Length 3m	Width 1.2m	Depth 3.4m
Context	Description	Depth b.g.s	Interpretation	
100	Light grey reinforced concrete	0-0.30m	Modern concrete	
101	Mid grey, loose, clay silt with abundant sub-angular cobbles and rare sub-angular boulders. Contained large amount of waste materials such as brick and metal	0.30-1.60m	Made ground deposit	
102	Black, soft, silt with rare sub-rounded pebbles	1.6-2.20m	Water deposited inundation deposit	
103	Mid grey brown, loose, silty clay with abundant angular cobbles	2.20m+	Made ground deposit probably derived from redeposited natural material	

TP2		Length 3.2m	Width 1.1m	Depth 3.3m
Context	Description	Depth b.g.s	Interpretation	
100	Light grey reinforced concrete	0.0.34m	Modern concrete	
101	Mid grey, loose, clay silt with abundant sub-angular cobbles and rare sub-angular boulders. Contained large amount of waste materials such as brick and metal	0.34-0.86m	Made ground deposit	
104	Black sand, loose with rare sub-angular pebbles	0.86-0.96m	Water deposited inundation deposit	
105	Clean sand, light yellow, loose with rare shells	0.96-2.3m	Water deposited inundation deposit	
106	Dark grey black mixed silty clay and sand	2.3-3.3m+	Waterlogged organic deposit	

TP3		Length 2.3m	Width 1.1m	Depth 2.7m
Context	Description	Depth b.g.s	Interpretation	
100	Light grey reinforced concrete	0.0.40m	Modern concrete	
107	Mid grey, loose, clay silt with abundant sub-angular cobbles and rare sub-angular boulders. Contained large amount of waste materials such as brick and metal	0.40-1.05m	Made ground deposit	
108	Mid grey brown, loose, silty clay with abundant angular cobbles	1.05-2.25m	Made ground deposit probably derived from redeposited natural material	
109	Mid brownish yellow firm sand	2.25-2.7m+	Natural sand	

TP4		Length 2.1m	Width 0.7m	Depth 2.3m
Context	Description	Depth b.g.s	Interpretation	
110	Greyish black silt loam with rare sub-angular pebbles	0-0.18m	Topsoil	
111	Mixed black and yellow, firm silty sand with abundant angular cobbles and building debris	0.18-1.22m	Made ground deposit	
112	Light brownish yellow firm sand	1.22-2.1m+	Natural sand	

TP5		Length 2.5m	Width 1.5m	Depth 2.9m
Context	Description	Depth b.g.s	Interpretation	
100	Light grey reinforced concrete	0-0.12m	Modern concrete	
113	Light grey, silty clay with abundant angular cobbles and siltstone	0.12-1.22m	Made ground deposit	
114	Clean sand, light yellow, loose with rare shells	1.22-2.9m	Water deposited inundation deposit	

APPENDIX 1: TABULATED CONTEXT DESCRIPTIONS BY GEOTECHNICAL TEST PIT

TP6		Length 2.7m	Width 1.0m	Depth 2.76m
Context	Description	Depth b.g.s	Interpretation	
115	Tarmac	0-0.06m	Tarmac	
116	Light grey concrete	0.06-0.24m	Concrete	
117	Light grey, loose sand with abundant angular cobbles, bricks and concrete	0.24-0.59m	Made ground deposit	
118	Clean sand, light yellow, loose with rare shells	0.59-2.76m	Water deposited inundation deposit	
119	Dark grey black mixed silty sand	2.76m +	Waterlogged organic deposit	

TP7		Length 2.6m	Width 0.9m	Depth 1.0m
Context	Description	Depth b.g.s	Interpretation	
115	Tarmac	0-0.05m	Tarmac	
116	Light grey concrete	0.05-0.60m	Concrete	
120	Mixed mid yellow brown sand disturbed by modern intrusions with angular cobbles and building rubble	0.60m+	Made ground deposit	

TP8		Length 3.0m	Width 0.92m	Depth 1.42m
Context	Description	Depth b.g.s	Interpretation	
116	Light grey concrete	0-0.22m	Concrete	
121	Mixed mid yellow brown sand with angular cobbles and building rubble	0.22m-0.62m	Made ground deposit	
122	Light yellow brown, loose sand	0.62-1.05m	Redeposited natural	
123	Mid yellow grey, loose sand with abundant angular stone and building rubble	1.05-1.42m+	Made ground deposit	

TP9		Length 2.5m	Width 0.95m	Depth 2.43m
Context	Description	Depth b.g.s	Interpretation	
110	Greyish black silt loam with rare sub-angular pebbles	0-0.10m	Topsoil	
124	Light grey, loose silty sand with abundant brick and angular cobbles	0.10-0.73m	Made ground deposit	
125	Mid grey brown, loose, silty clay with abundant angular cobbles	0.73-2.43m+	Made ground deposit probably derived from redeposited natural material	

Appendix 2

Tabulated context descriptions by trench

APPENDIX 2: TABULATED CONTEXT DESCRIPTIONS BY TRENCH

Trench 1		Length 67m	Width 1.70m	Alignment NW-SE and NE-SW
Context	Description	Depth b.g.s	Interpretation	
1000	Tarmac	0-0.08m	Tarmac for car park	
1001	Concrete	0.08m-0.19m	Concrete slab	
1002	Light yellow silty clay with common angular cobbles and boulders	0.08m-0.30m	Rubble bedding layer for tarmac (1000)	
1003	Black silty loam with common angular gravel and coal fragments	0.30m-0.36m	Industrial waste	
1004	Mid greyish brown silty clay with common subangular to angular cobbles and pebbles	0.36m-0.75m	Made ground	
1005	Black silty loam with common angular pebbles, coal fragments and charcoal flecks	0.70m-0.82m	Industrial waste	
1006	Light greyish yellow sandy silt with occasional angular cobbles and crushed CBM	0.72m-1.06m	Made ground	
1007	Light grey crushed mortar	0.70m-0.95m	Crushed mortar	
1008	Light greyish brown silty clay with occasional subangular cobbles	0.70m-1.67m	Made ground	
1009	Mid grey silty clay with abundant angular siltstone	1.67m-1.90m	Dump of siltstone for made ground	
1010	Black silty loam with common angular gravel and pebbles and coal	1.85m-1.93m	Industrial waste	
1011	Mid greyish brown sandy silt with abundant angular cobbles and crushed CBM	1.60m-2.20m	Made ground	
1012	Mid-grey sandy silt with abundant angular cobbles and pebbles	1.80m-3.30m	Made ground	
S1013	Wall approximately NW-SE aligned constructed using stone with a lime mortar bond	0.19m-0.53m+	Wall	
1014	Light grey concrete with common angular gravel	0.53m+	Concrete surface	
1015	Dark grey concrete with angular cobbles and pebbles	0.23m-0.45m	Concrete slab	
1016	Mid grey silty clay with abundant angular cobbles	0.45m-0.72m	Made ground	
1017	Light grey crushed mortar	0.72m-0.77m	Crushed mortar	
1018	Mid red crushed CBM	0.77m-0.83m	Crushed CBM	
1019	Mid yellowish brown sand with discrete patches of crushed mortar	0.83m-0.95m+	Made ground	
1020	Light grey sandy silt with abundant angular rubble	0.19m-0.53m	Rubble levelling deposit for concrete slab (1001)	
1021	Mid grey sandy silt with abundant angular cobbles	0.19m-0.56m	Made ground	
1022	Light yellow crushed mortar	0.56m-0.64m	Crushed mortar	
1023	Black silty loam with common subangular pebbles, coal and rare slag	0.60m-0.68m	Industrial waste	
1024	Light yellow crushed mortar with rare subangular pebbles	0.61m-0.68m	Crushed mortar	
1025	Black silty loam with common subangular pebbles	0.54m-0.92m	Industrial waste	
1026	Light grey sandy silt with common angular cobbles	0.62m-0.94m+	Made ground	
S1027	Wall approximately NW-SE aligned constructed using stone with a lime mortar bond	0.47m-0.94m+	Wall	
S1028	Wall approximately N-S aligned constructed using stone with a lime mortar bond	0.25m-0.94m+	Wall	
1029	Black sandy silt with common subangular pebbles	0.50m-0.78m+	Industrial waste	

APPENDIX 2: TABULATED CONTEXT DESCRIPTIONS BY TRENCH

Trench 2		Length 56m	Width 1.80m	Alignment NW-SE and NE-SW
Context	Description	Depth b.g.s	Interpretation	
2000	Dark brown silty loam with recent plant remains and light yellow demolition rubble	0-0.16m	Soil and demolition rubble spread out during demolition	
2001	Black tarmac with common angular pebbles and gravel	0-0.20m	Tarmac	
2002	Cobble surface	0-0.20m	Cobble surface	
2003	Mid yellow sand with rare subangular pebbles	0.20-0.30m	Sand bedding layer for cobbles S2002	
2004	VOID			
2005	Black silty sand with common angular shale pebbles, coal and slag	0.34m-0.46m	Industrial waste	
2006	Cobble surface	0.46m+	Cobble surface	
2007	Mid yellow sand with rare subangular pebbles	0.45m-0.90m	Sand layer, possible bedding layer for cobble surface S2006	
2008	Dark grey silty sand with common angular shale pebbles	0.20m-0.45m	Levelling deposit for tarmac (2001)	
2009	Light grey crushed mortar with fragments of crushed mortar and cement	1.05m-1.20m	Crushed mortar and cement	
2010	Mid yellowish brown sand with demolition rubble including brick and slate	1.05m-1.65m	Demolition material	
2011	Mid brownish yellow sand with rare subangular shale pebbles	1.60m-2.15m	Made ground	
2012	Black silty sand with common angular shale pebbles to cobbles, coal and slag	1.60m-2.40m	Industrial waste	
2013	Dark grey clay loam with occasional angular shale pebbles to cobbles and demolition material including CBM and slate	1.80m-2.95m	Made ground	
2014	Dark grey silty sand with occasional gravel	2.57m-3.45m+	River deposit	
2015	Black silty sand with occasional angular shale pebbles	0.87m-1.05m	Industrial waste	
2016	Light grey concrete	0-0.26m	Modern concrete surface	
2017	Black silty sand with occasional angular shale pebbles and common coal and slag	0.26-0.29m	Industrial waste	
2018	Mid yellow sand with rare subangular pebbles	0.29-0.56m+	Made ground	
2019	Mid yellowish grey sandy clay with common rubble and demolition material	0.56m+	Made Ground	
S2020	Wall approximately N-S and E-W aligned constructed using granite with a cement bond	0.40m-0.64m+	Wall	
2021	Linear feature approximately N-S and E-W aligned measuring 0.09m wide and 0.24m deep with vertical straight sides. Base not exposed	0.40m-0.64m+	Construction cut for wall S2020	
S2022	Wall approximately NE-SW aligned constructed using stone with no bonding	0.60m-0.64m+	Wall	
2023	Light to mid-yellow sandy clay with common demolition material including brick, wood and metal	0.40-0.64m+	Demolition material to the south of wall S2020	
2024	Black silty sand with abundant angular shale cobbles and pebbles and common coal and slag	0.60m-1.20m	Industrial waste	
2025	Mid yellow sand	0.90m-3.50m	Sand used as infill material	

APPENDIX 2: TABULATED CONTEXT DESCRIPTIONS BY TRENCH

Trench 3		Length 53m	Width 1.80m	Alignment NW-SE and NE-SW
Context	Description	Depth b.g.s	Interpretation	
3001	Greyish white concrete	0-0.30m	Modern concrete	
3002	Greyish Black silty sand with abundant shale cobbles and boulders	0.10m-1.55m	Made ground	
3003	Medium reddish brown silty sand with common shale pebbles	0.12m-2.14m	Made ground	
3004	Mid reddish brown silty sand	1.60m-2.61m	Made ground	
3005	Greyish black silty sand with abundant shale cobbles and boulders	1.90m-2.62m	Made ground	
3006	Dark brownish black silty sand	2.58m-3.50m	River deposit	
3007	Light yellowish brown sand with abundant pebbles	0.30m-0.70m	Made ground/levelling deposit for concrete (3001)	
S3008	Wall approximately NE-SW aligned constructed using stone and cement	0.22m+	Wall	
S3009	Structure constructed using stone and cement	0.30m+	Possible floor surface to the northeast of wall S3011	
3010	Mid greyish brown silty sand with abundant rounded gravel	0.38m+	Infill between structures S3008 and S3009	
S3011	Wall approximately NW-SE aligned constructed using stone and cement	0.35m-2.91m+	Wall	
3012	Black silty sand with common coal/charcoal, slag and angular shale pebbles	0.70m-0.84m	Industrial waste	
3013	Mid brownish yellow sand with very rare subangular pebbles	0.84m-2.73m	Made ground	
3014	Dark brownish black silty sand	2.72m-2.91m+	River deposit	
3015	Light yellowish grey crushed mortar with abundant crushed mortar ranging from dust to pebble	0.46m-0.53m	Crushed mortar	
3016	Black silty sand with common coal fragments and slag	0.53m-0.59m	Industrial waste	
3017	Mid grey silty clay with abundant angular shale pebbles and cobbles	0.59m-1.05m	Made ground	
3018	Black silty loam with common wood fragments and angular shale pebbles and cobbles	1.05m-2.45m+	Industrial waste	

Appendix 3

Finds quantification by context



APPENDIX 3: SUMMARY OF FINDS BY CONTEXT

Context	Context Description	Spot date	Post-medieval pottery		Kiln furniture		Copper alloy		Iron		Glass		Clay pipe		CBM		Worked bone		Wood		Animal bone		Shell	
			No	Wt	No	Wt	No	Wt	No	Wt	No	Wt	No	Wt	No	Wt	No	Wt	No	Wt	No	Wt	No	Wt
108	Made ground	Late C18									1	335												
111	Made ground	C17/18	2	62																				
123	Layer	C17/18	1	51																				
124	Layer	C17/18	2	200											1	2,867								
1004	Made ground	C19	9	204							1	15												
1008	Made ground	C19	4	415							4	94												
1012	Made ground	C17/18	4	1,238	1	616																		
1026	Made ground	C19	3	178							4	899												
1029	Levelling layer	C19	4	179					1	278	1	1									2	18		
2010	Demolition rubble	C18	3	37							2	456					1	1						
2012	Industrial waste	Post-medieval											1	6										
2013	Demolition rubble	C17/18	1	15							1	74	2	19										
2014	River deposit	C17/18	7	316																	1	297	1	6
3006	Lowest river silt deposit	Undated																	2	5,945				
3007	Demolition rubble	C19	7	192					1	134														
3013	Sandy layer	C19	1	55																				
3014	River deposit	C19	1	14																				
3017	Layer	C19	82	2,116			1	2	3	773	5	89					1	1			6	56	10	56
Totals			131	5,272	1	616	1	2	5	1,185	19	1,963	3	25	1	2,867	2	2	2	5,945	9	371	11	62

Devon Office

AC archaeology Ltd
Unit 4, Halthaies Workshops
Bradninch
Nr Exeter
Devon
EX5 4LQ

Telephone/Fax: 01392 882410

Wiltshire Office

AC archaeology Ltd
Manor Farm Stables
Chicklade
Hindon
Nr Salisbury
Wiltshire
SP3 5SU

Telephone: 01747 820581
Fax: 01747 820440

www.acarchaeology.co.uk