

## *Summary*

Monmouth Archaeology carried out an Archaeological Watching Brief for Amec during the renewal of gas mains in Monk Street, Monmouth (centred at SO 50950 13080). Excavations were monitored by the unit from the south side of the medieval North Town Gate, along lower Monk Street and along New Dixton Road towards The Burgage.

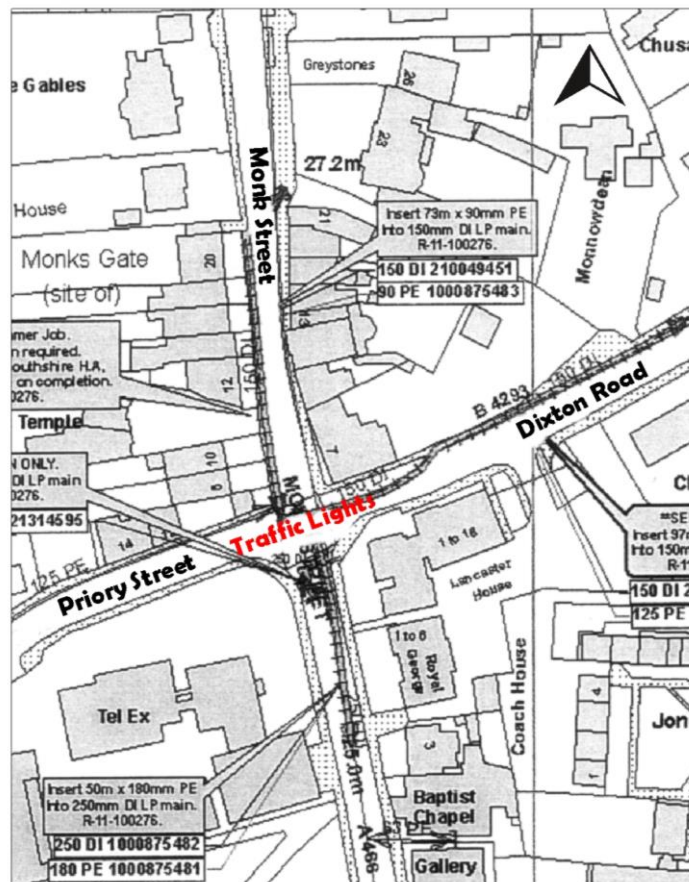
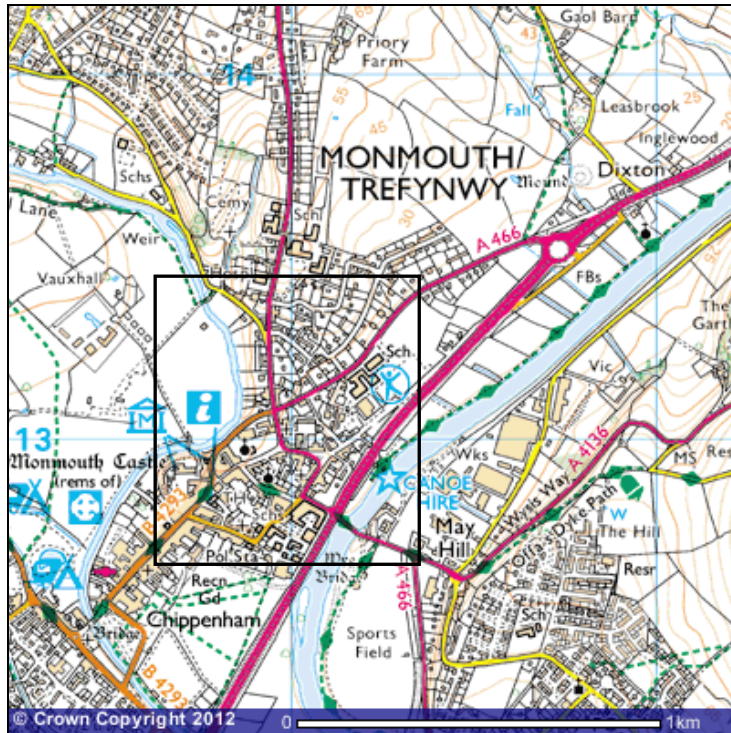
Some structural remains associated with the North Gate were recorded beside the Gatehouse and other, more disturbed, walling on the western side of the road.

On the northern side of the traffic lights, earlier (separate) road surfaces were uncovered on each side of the street. The disconnected road on the eastern side of the traffic lights was pre-dated (to the second half of the 15<sup>th</sup> century or later) by a large worn fragment of a Monmouth encaustic floor tile which was sealed in the base of the road and was pressed into the natural subsoil.

An assemblage of 17<sup>th</sup> and 18<sup>th</sup> century pottery, in a thick organic-rich deposit, was also found on the western side of this (eastern) road. The feature appears to have been a drainage gully on the side of the road. This eastern road is assumed to be the same one which was revealed during excavations in the two front gardens of the Royal George Hotel (now, 1-6 Monk Street), further south along Monk Street, in 1982. That road was also open into the 18<sup>th</sup> century and seems unlikely to have been laid much earlier than the early 16<sup>th</sup> century – it was in line with Monk Street and found to be sinking into the edge of a deep ditch – presumed to be the Priory Precinct Ditch. The construction of this road was too late to be the one leading to the North Gate which would have existed at least by around AD1300 when the town walls were being constructed. This was an anomaly for if the ditch was the Priory Precinct Ditch it would presumably mean that any other road would have been inside the Priory grounds.

However, unexpectedly, the earlier (medieval) road was indeed found on the western edge of the ditch – outside the Royal George (previously the Ivy Bank Hotel) with medieval pottery in its fabric and bits of Roman pottery in the surface of the natural beneath. Clay pipe stems and 18<sup>th</sup> century potsherds on the surface of the road shows that this and (during the 1982 excavations) the road outside the Royal George were both open in the early 18<sup>th</sup> century. Therefore the roads must also have been known in Speed's time (1610) although there is no hint of two roads on his map.

Subsequent service excavations have shown that the ditch in front of the Royal George did not extend as far as the traffic lights and a 2012 watching brief, by Church and Archaeological Services, revealed that the ditch was running just on the north side of Oak House (on the south-east corner of the traffic lights) towards Geoffrey's Window in Monmouth Priory.



### Monk Street, Monmouth : Site Location

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## ***Introduction***

Monmouth Archaeology carried out an Archaeological Watching Brief for Amec during the groundworks connected with the renewal of gas mains in Monk Street (extending into Priory Street and New Dixton Road), Monmouth (centred at NGR SO 50950 13080).

Monmouth Archaeology wishes to acknowledge the help given by Andrew Wilding and the other workmen on the project. The unit is also grateful for the help received from Mr. Neil Maylan and the staff of Monmouthshire County Council's archaeological advisors, the Glamorgan-Gwent Archaeological Trust in Swansea.

The Archaeological Watching Brief was carried out during February/March 2012.

## ***Objectives***

The objectives of the archaeological watching brief were to safeguard any archaeological remains and to understand the nature, date and extent of any archaeological features and deposits which existed on the proposed development site. All remains of potential interest were recorded and finds retained.

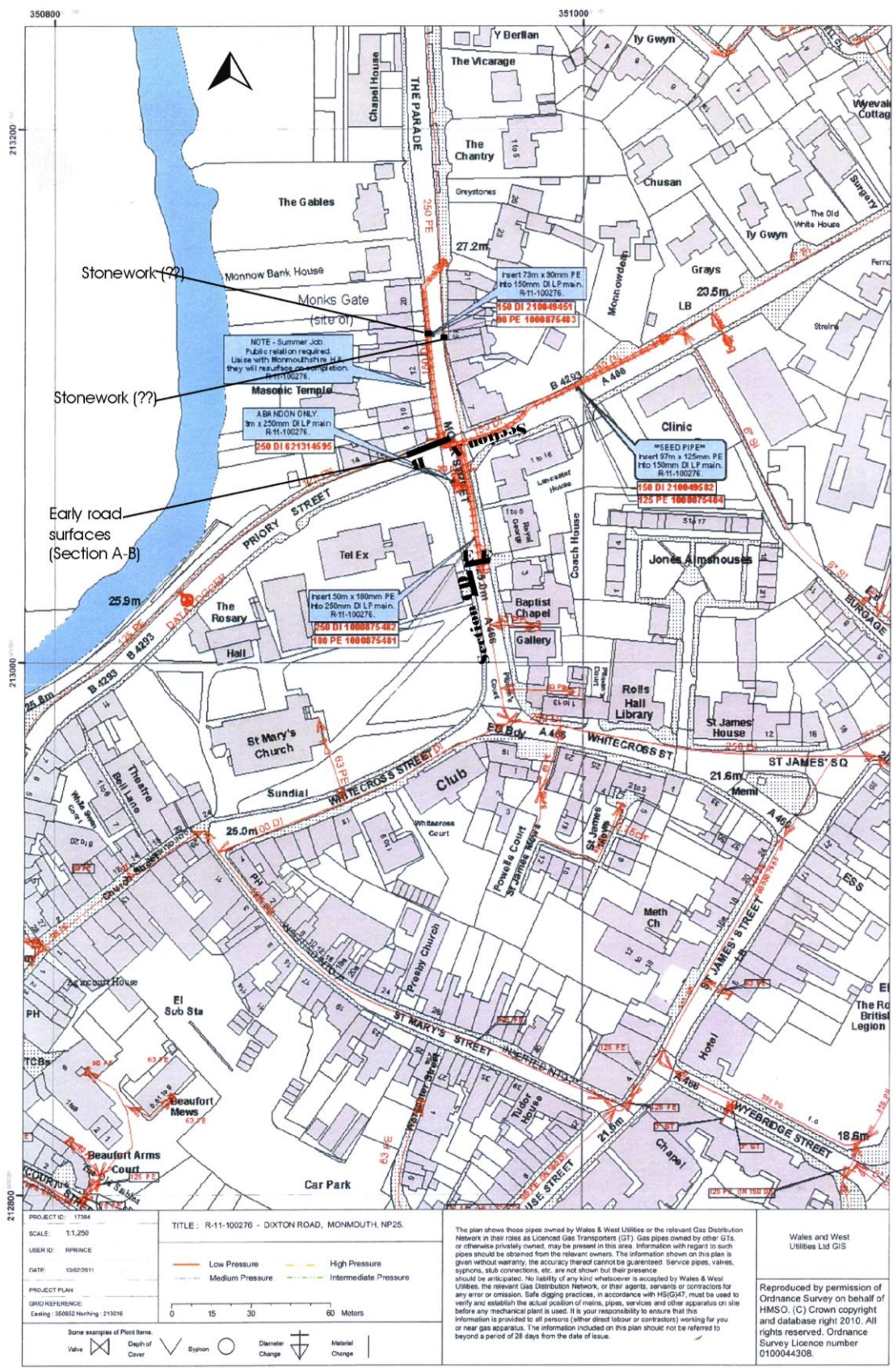
## ***Methodology***

The groundworks consisted of the excavations to locate and renew the gas mains. The majority of the excavations reached an average depth of 1.00m.

Stephen Clarke and Jane Bray of Monmouth Archaeology were present on the site during the excavation work and the programme of archaeological work was carried out to the Institute for Archaeologists' *'Standards for Archaeological Watching Briefs'*.

A photographic record was maintained during the excavations, while plans and sections were drawn and context records were kept in accordance with normal archaeological practice.

The finds were related to the contexts in which they originated and were examined by recognised specialists.



PROJECT ID: 17384  
 SCALE: 1:1,250  
 USER ID: RPRINCE  
 DATE: 10/02/99  
 PROJECT PLAN  
 GRID REFERENCE:  
 Easting: 350802 Northing: 213016

TITLE: R-11-100276 - DIXTON ROAD, MONMOUTH, NP25.

— Low Pressure      — High Pressure  
— Medium Pressure      — Intermediate Pressure

0 15 30 60 Meters

Some examples of Plant Items:  
 Valve Depth of Cover Siphon Diameter Change Material Change

The plan shows those pipes owned by Wales & West Utilities or the relevant Gas Distribution Network in their roles as Licensed Gas Transporters (GT). Gas pipes owned by other GTs or otherwise privately owned, may be present in this area. Information with regard to such pipes should be obtained from the relevant owners. The information shown on this plan is given without warranty, the accuracy thereof cannot be guaranteed. Service pipes, valves, siphons, stub connections, etc. are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by Wales & West Utilities, the relevant Gas Distribution Network, or their agents, servants or contractors for any error or omission. Safe digging practices, in accordance with HSG47, must be used to verify and establish the actual location of mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided to all persons (either direct labour or contractors) working for you or near gas apparatus. The information included on this plan should not be referred to beyond a period of 28 days from the date of issue.

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Monk Street, Monmouth : Plan showing position of sections

## *Historical Background*

Monmouth is widely acknowledged as being one of the most sensitive archaeological towns in Wales and was designated as one of the top ten historic towns in Britain by the Council for British Archaeology in 1965. Remains dating from the Stone Age onwards have been discovered in Monmouth itself. There is evidence of Middle Stone Age, Bronze Age and Iron Age settlement while a First Century Roman Fort was situated in the town during the Roman Invasion. This was followed by the establishment of the Roman industrial town called 'Blestium.' There was a Celtic (Dark Age) settlement, with some evidence of Anglo-Saxon penetration, which was over-run by the Normans who established one of the first stone castles by approximately AD1080. They also laid out much of the town as it is today.

A large part of the Norman town was built on the flood plain between the two rivers – as Monnow Street – with predictable results. This produced a remarkable series of preserved house sites, as residents encouraged their floors to rise in response to the floods.

The current gas main replacements are in the northern part of the town – from the medieval North Gate down to the edge of the Priory Precinct in lower Monk Street and a little way along the New Dixton Road.

It is known that the Priory Precinct was surrounded by a ditch which was recorded by John Speed in 1610 although he only depicted one road whereas the current excavations show that there were two – one each side of the ditch. The Priory itself was founded shortly after the arrival of the Normans

## *The Archaeology*

Excavations were monitored by Monmouth Archaeology from south of the North Gate (in the area of the crossroads/traffic lights) along lower Monk Street, Priory Street and the New Dixton Road towards The Burgage. Only the excavations which produced significant results are discussed.

### *North of the traffic lights*

The majority of the excavations revealed redeposited natural which had previously been replaced during the laying of the existing gas pipes.



*Stonework in the road outside No. 16 Monk Street*



*Position of stonework outside No. 16 Monk Street  
with the recess beside the Gatehouse opposite (on the right of the photo)*

SO 50940 13125 – Monk Street. The excavation outside No. 16 Monk Street – directly opposite the boundary between no's. 13 and 15. Stonework was visible in the eastern section from 0.30m below the kerb of the pavement to 0.90m; most of the structural remains had previously been removed. Another wall was recorded running close to and in line with the northern wall of The Gatehouse – where the building line is set back and opposite a similar recess on the other side of the street.

SO 50950 13124 – Excavations on the north-western corner of the traffic lights (Priory Street). The excavations on the north-western corner of the traffic lights exposed a succession of road levels, mostly in the south section. A cobbled road surface was reached at a depth of 1.00m.

The edge of this road, on the west, was separated from the above sequence by earlier service excavations down to a depth of 0.80m. Brown loam (018), approximately 0.25m in width, over the road surface on the east merges into natural red clay (019) at 0.75m. Here, a flat sandstone slab (020) lay at the edge of the road and covered a layer of brown loam which produced sherds of Group 1 kiln waste, including two saggar sherds; this is the earlier of the local post-medieval pottery industries and probably dates to the late 15<sup>th</sup> or early 16<sup>th</sup> centuries.



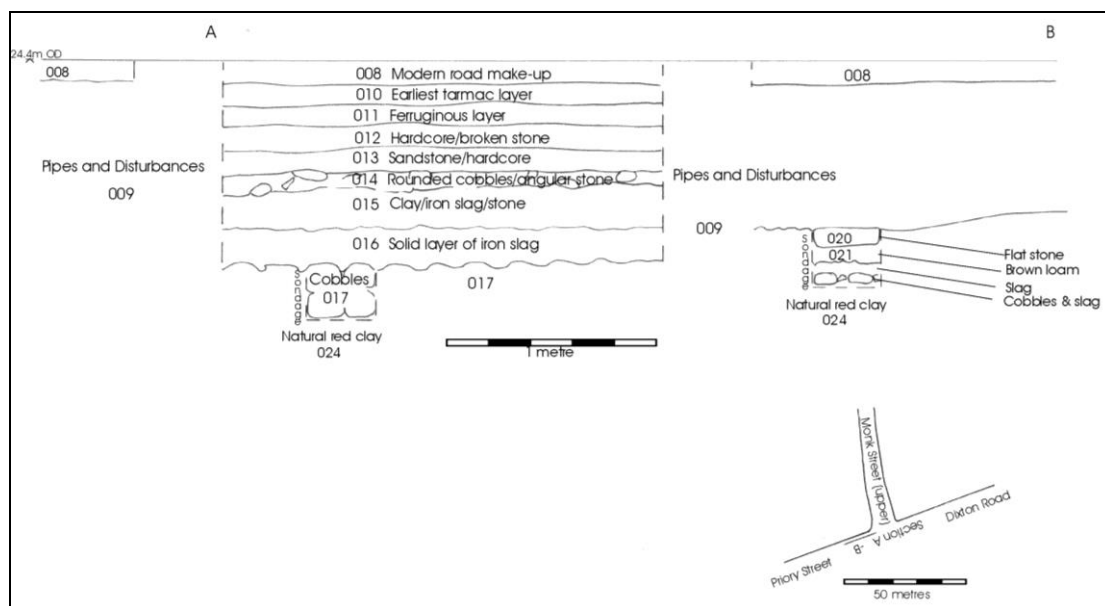
SO 50943 13083 — South Section (See Section A-B). The modern road surface and its foundation (008/009/010) covered a ferruginous, yellowish deposit with small stones/chippings at 0.20m (011). A deposit of broken stone, limestone with some clay but mainly hardcore at 0.30m (012) succeeded a layer consisting of hardcore, sandstone of an orange colour at 0.54m (013).

A grey-coloured, uneven layer of rounded cobbles, broken stone with some angular stones was encountered at 0.65m (014).

Context 015 consisted of clay with some iron slag, stone, bone and clay pipe stems at 0.70m. This was lying upon a solid layer of slag at 0.80m (016) which appeared to be a repair or a raising of a cobbled road surface at 1.00m (017). This surface lay directly upon the natural red clay at (024).



Excavation on north-western corner of traffic lights (SO 50943 13083)



Excavation on north-western corner of traffic lights Section A-B



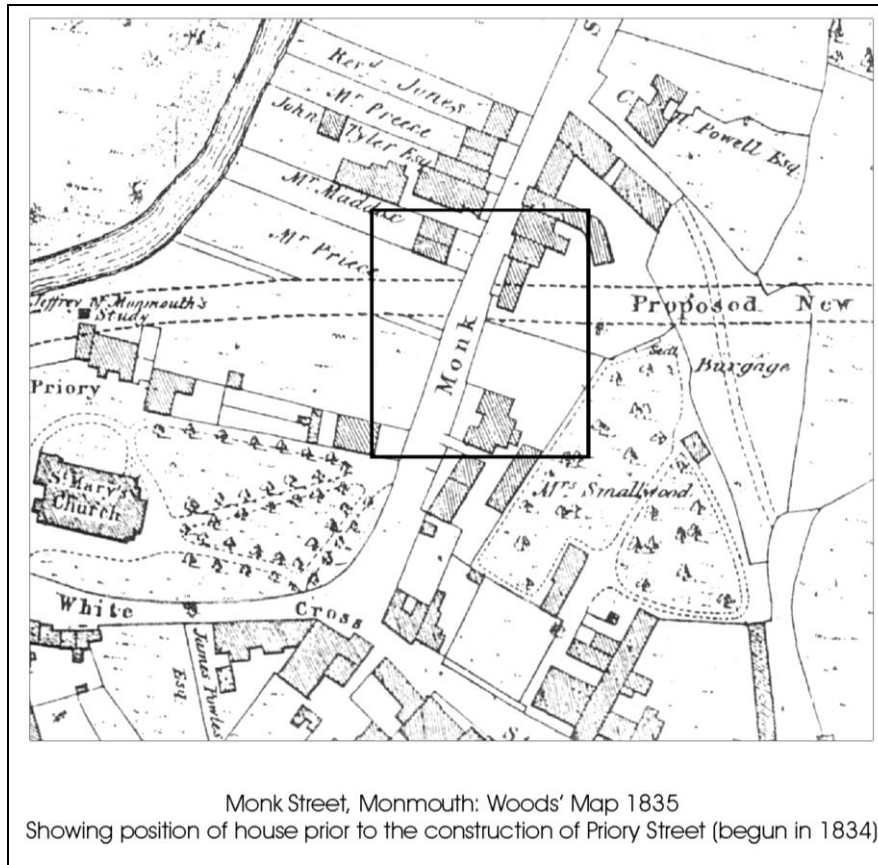


SO 50956 13088 – North-eastern corner of traffic lights (Dixton Road)

*On the east.* Natural red clay (031) was reached at 0.55m. At 1.10m a solid, road surface was encountered. This road surface was composed of small cobbles and iron slag of a ferruginous yellow colour. A fragment of post medieval roof tile was found embedded in the surface of the road and a piece of medieval floor tile was recovered from beneath the road (*SO 50957 130910 - the Medieval floor tile*).

In the rest of the trench, natural red clay was reached at a varying depth of between 1.05m and 1.20m beneath the modern road surface (030).

There was a clear edge to the cut into the natural red clay where a gully, containing black organic-rich soil and an assemblage of 17<sup>th</sup> and 18<sup>th</sup> century pottery was recovered. A building is shown on Wood's Map of 1835, jutting out into what is now New Dixton Road, so the gully may be associated with this house as well as the road; the house of course being later than the road.



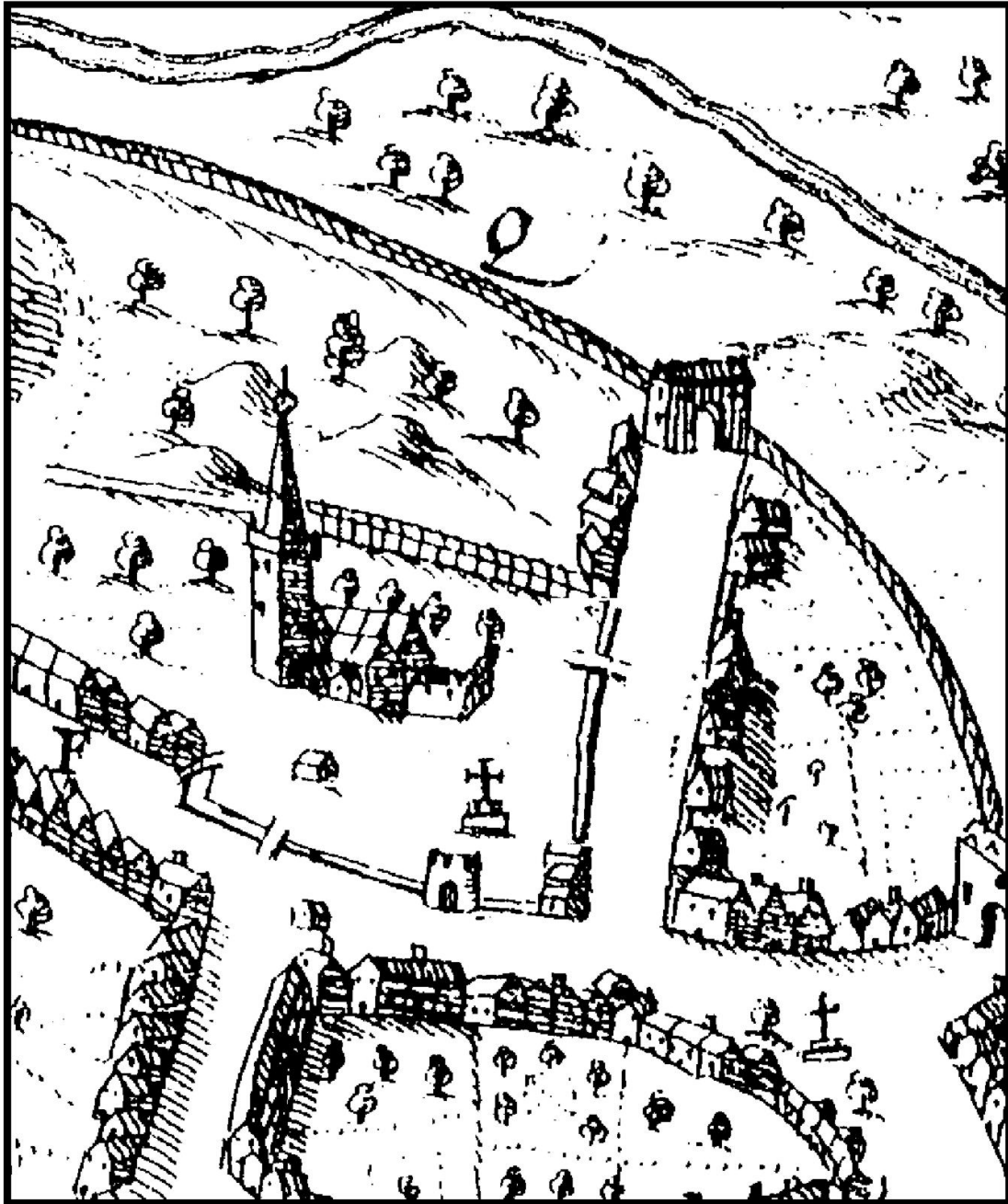
The cut itself (028) was vertical and extended to a depth of 1.05m into natural red clay (031). The lower black fill (027) of the cut was reached at 0.90m where some of the fill was a blue/grey colour, especially over the stones. There was some iron slag and again 17<sup>th</sup>/18<sup>th</sup> century pottery.

The dark upper fill (026) of the cut (028) was reached at 0.70m below the modern road level and contained some broken stone and 18<sup>th</sup> century pottery.

The remains on this side of the street clearly comprise a separate road to that on the west. It is roughly in line with the road revealed during two Monmouth Archaeological Society excavations in the front gardens of the Royal George further south along Monk Street in 1982.

#### *Lower Monk Street*

The Royal George front gardens, which were the site of the 1982 excavations, are situated opposite the telephone exchange and Oak House. The road discovered in front of the building here was open into the 18<sup>th</sup> century but its composition shows that it is unlikely to have been laid much earlier than the 16<sup>th</sup> century. The road was in line with modern day Monk Street and found to be collapsing over the edge of a steep sided ditch – presumably the Priory Precinct Ditch (shown on Speed's Map of 1610). The edge of the ditch is some 0.70m inside the garden and drops down under the garden wall and the pavement.



A northern section of John Speed's Map of 1610

The laying of this road was too late for it to be the one connecting with the North Gate which would have existed by around AD1300 when the stone town walls were being constructed. The walls were built overlooking the earlier northern and eastern defensive ditch which ran from the River Monnow, under Singleton House, to the River Wye.

It seemed most unlikely that the missing medieval road would be found on the Priory Precinct side of the ditch – accepting that it was the Priory ditch – which Speed drew with bridges and gatehouses but with no hint of a road on the western side of the ditch.

Unexpectedly, the road was indeed revealed on the western side of the ditch although not as close to the edge of the ditch as it was on the east. Medieval pottery was found sealed in its fabric and there were fragments of Roman pottery in the surface of the underlying natural. Clay pipe stems and 18<sup>th</sup> century potsherds lying on the road surface show that both roads were open in the early 18<sup>th</sup> century and therefore must also have been known in Speed's time although here is no hint of two roads on his map.

The position of the medieval road on the west side of the ditch is odd for if the ditch does mark the Priory boundary for it puts the road inside the Priory Precinct. Other theories include the suggestion that the ditch was originally Roman and that the medieval material in the fill has sunk through leaching. This sinkage has been going on for centuries and continues to this day, necessitating regular repairs to the garden wall overlying the ditch and producing large underground voids both in the garden and in the road.

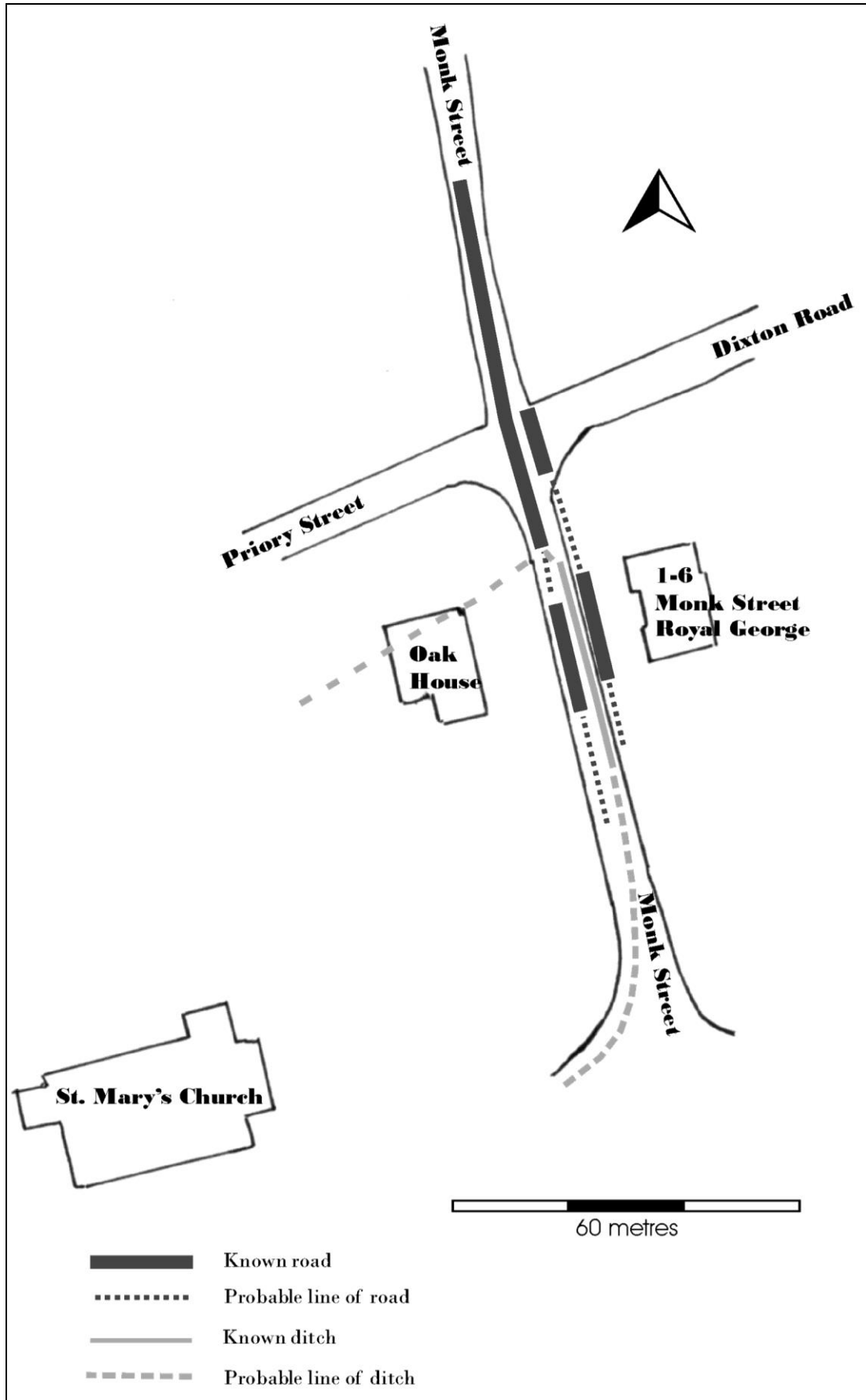
During the 1982 excavation, 13<sup>th</sup> century iron smelting was found to have taken place before the road was created and material of a similar date was obtained from the lower fill of the ditch – the ditch was not bottomed – while 18<sup>th</sup> century material had entered its upper fill.

Fourteenth century pottery was recovered from a deposit of brown loam (049) in the upper part of the ditch during the gas main excavations in 2012.

#### *Close to the Traffic Lights*

The excavations close to the traffic lights (south-east) produced no information as the whole of that large area of service excavations was filled with various cast iron and other pipes and redeposited spoil.

Earlier service excavations have shown that the ditch in front of the Royal George did not extend as far as the south-eastern traffic lights and a 2011 watching brief by *Church and Archaeological Services* revealed that the ditch was running under the south-west corner of Oak House towards the front of Geoffrey's Window in Monmouth Priory.



Excavation outside 1-6 Monk Street (Royal George) SO 50962 13042

*West Section*

Natural yellow, brown clay (042) was reached at an average depth of 0.75m and extended to the base of the excavation at 1.50m. A patchy layer of iron slag (041) with some charcoal was pressed into the surface of the clay. Over this was a compacted road surface made up of broken stone, some quite large pieces, 0.15m across (040) with stone roof and ridge tile. This road make-up was gently sloping towards the east but not actually dropping into the ditch. Bone, clay pipe stems and slipware were recovered from the surface of the road (039).

Brown loam humus (028) with charcoal flecks and odd pebbles lay over the road surface. A clayish stony layer (037) with old local brick extended to 0.90m. Above 037 there was a ferruginous layer, fawn in colour (036), with broken bone to 0.80m. Loam, brick and stone (035) reached to 0.65m. A stony mixture of brick and rubble (034) reached to an average depth of 0.50m below the modern road surface and above this lay the modern road make-up (033) and tarmac (032).

*East Section*

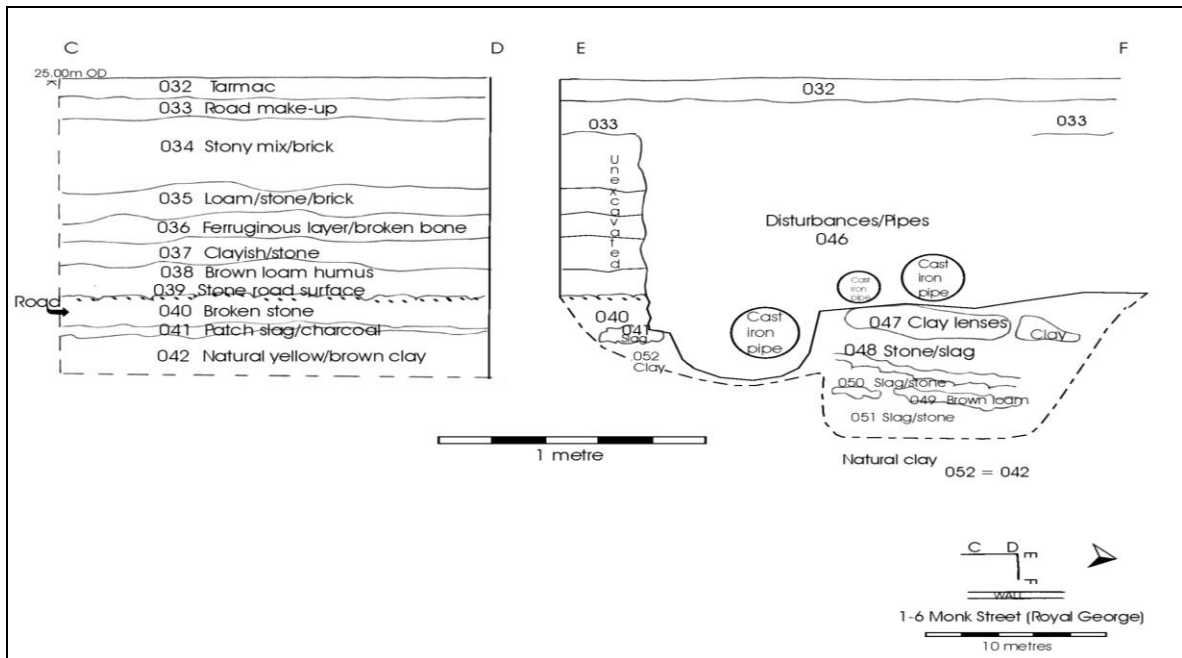
In the east section the remains of a brick box drain (043- 046) were reached at 0.75m. The rest of the trench was disturbed by a variety of cast iron pipes and other services.



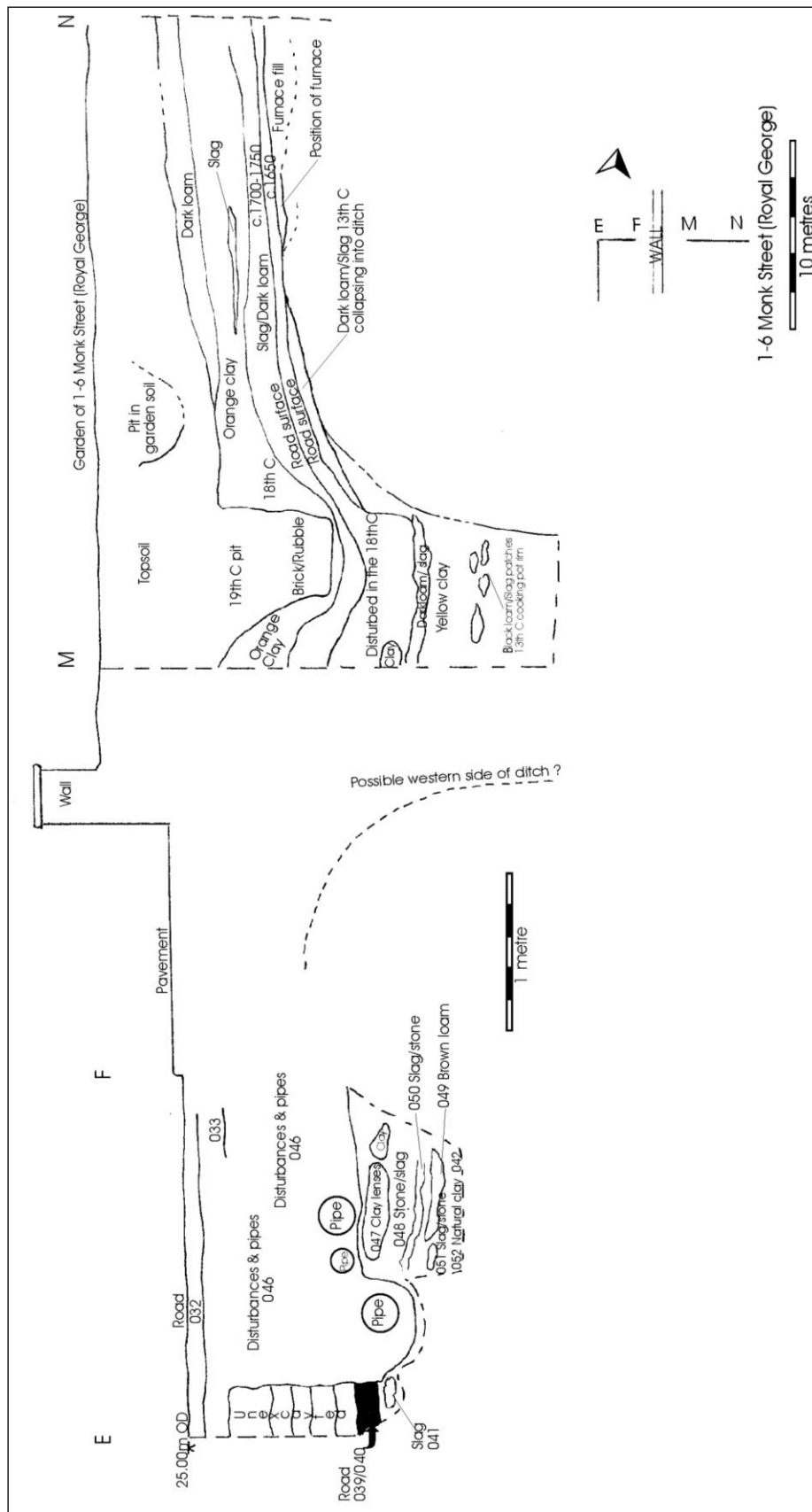
Excavations outside Royal George (1-6 Monk Street)



Excavations outside Royal George (1-6 Monk Street)  
See section C-D (below)



Excavations outside Royal George (1-6 Monk Street) : Sections C-D and E-F



Monk Street, Monmouth : Section E-F and M-N (section recorded by Monmouth Archeological Society in 1982)



## *The Contexts*

### *Excavation outside no 16 Monk Street – SO 50940 13125*

- 001 Pavement/kerb.
- 002 Stonework in eastern section at 0.30m to 0.90m.
- 003 Redeposited natural/disturbed by pipes.
- 004 Redeposited natural was found in the majority of the holes in upper Monk Street.

### *Excavation in the recess/corner of 11/13 Monk Street – SO 50950 13124*

- 005 Pavement.
- 006 Stonework in southern section against the north wall of the Gatehouse (standing house). The walling was faced on the north side which was c.0.25m out from the house wall. This is where the Gatehouse house wall is set forward from the general line of the houses on the north side and matches a similar recess on the opposite side of the road.
- 007 Broken stone – from structure?

### *Excavation on the north western corner of the traffic lights (against Priory Street) – SO 50943 13083 – South Section (See Section A-B)*

- 008 Modern road make-up.
- 009 Pipes and disturbances in the rest of the trench.
- 010 Earliest layer of tarmac at 0.10m.
- 011 Ferruginous, yellow deposit with small stones/chippings at 0.20m.
- 012 Broken stone, limestone, some clay but mainly hardcore at 0.30m.
- 013 Hardcore, sandstone, orange colour at 0.54m.
- 014 Uneven layer of rounded cobbles, broken stone, some angular stones, grey colour at 0.65m.
- 015 Clay with some iron slag, stone, bone and clay pipe stem at 0.70m.
- 016 Thick solid layer of slag at 0.80m.

- 017 Cobbled surface at 1.00m.
- 018 Brown loam approx. 0.25m in width merges into natural red clay (019).
- 019 Natural red clay at 0.75m on the east.
- 020 Flat stone ?edge of iron slag road (016).
- 021 Brown loam beneath 020 with post-medieval pottery.
- 022 Slag, beneath 021 at 1.00m.
- 023 Rounded cobbles and slag at 1.06m, fragments of saggars in the surface.
- 024 Natural red clay beneath in sondages 017 and 023.

*North-eastern corner of traffic lights (Dixton Road) SO 50956 13088*

- 025 Modern road levels to 0.55m – 0.70m.

*Southern section*

*On the west*

- 026 Dark upper fill of cut (029) at 0.70m below modern road level, with broken stone.
- 027 Black lower fill of cut (029) at 0.90m below modern road level, some fill /silting? blue/grey colour especially over stones, some iron slag.
- 028 Vertical cut starts at 0.70m below modern road level and extends to a depth of 1.05m, into natural red clay (031).

*On the east*

- 029 Redeposited red clay at 0.55m.
- 030 Small cobbles, iron slag, ferruginous colour, solid surface ?road at 1.10m. Post-medieval roof tile in the surface and medieval floor tile at the base of the road.
- 031 Natural red clay at varying depth of between 1.05m to 1.20m beneath ?road (030).

*Excavation outside 1-6 Monk Street (Royal George) SO 50962 13042*

*West Section*

- 032 Tarmac to 0.10m.

- 033 Road make-up to 0.20m.
- 034 Stony mix, brick etc. to an average depth of 0.50m.
- 035 Loam, brick and stone to 0.65m.
- 036 Ferruginous layer, fawn in colour with broken bone to 0.80m.
- 037 Clayish stony layer with old local brick to 0.90m.
- 038 Brown loam humus, charcoal flecks, rare pebbles to 1.05m.
- 039 Stone road surface at 1.05m with bone, clay pipe and slipware in the surface.
- 040 Road make-up, broken stone with ?stone roof tile roof/ridge tile sloping to the east.
- 041 Patchy slag with some charcoal pressed into the surface of 042.
- 042 Natural yellow/brown clay at an average depth of 1.20m excavated to 1.50m.

*East Section*

- 043 Remains of brick box drain at a depth of 0.75m.
- 044 Sandstone cap to 043.
- 045 Fill of 043.
- 046 Pipe and disturbances in the rest of the trench.
- 046 Cut for 043.

*North Section*

- 047 Clay lenses at 1.10m.
- 048 Stone and slag mixture at 1.20m.
- 049 Brown loam with medieval pottery at 1.30m.
- 050 Hard surface of stone and slag at 1.40m.
- 051 Fairly level deposit of stone and slag trodden into the natural clay.
- 052 Natural clay at 1.50m.

Dixton Road – SO 50972 13095

*West Section*

- 053 Tarmac to 0.10m.
- 054 Road make-up.
- 055 Sandstone ?road surface at 0.35m.
- 056 Natural orange clay at 0.50m.

***The Finds Summary***

*Roman*

There were two small sherds of Severn Valley ware on the surface of the natural (042) pre-dating the road on the Priory side of the ditch opposite 1-6 Monk Street; other Roman material including a coin was recovered from the ditch itself during the 1982 excavations.

*Medieval to post-medieval*

1-6 Monk Street – A sherd of a Drybridge ware jug (early 14<sup>th</sup> century) and a heavily sanded Monnow Valley ware sherd (probably of 13<sup>th</sup> century date) came from the road fabric (040) while clay pipe stems and Staffordshire slipware (18<sup>th</sup> century) were found on the road surface (039).

*Late medieval / early post-medieval*

The road (030) on the north-eastern side of the traffic lights was pre-dated by a fragment of a Monmouth (Malvernian School) floor tile which must have come from the kiln site at the nearby Cadogan House.

Kiln waste, including saggars, of a similar date, was found on and under the edge of the road on the north-western side of the traffic lights (021/023).

*Post-medieval and residual (?)*

A substantial assemblage of 17<sup>th</sup> and 18<sup>th</sup> pottery was recovered from the ‘gully’ (026) on the western edge of the road on the north-eastern side of the traffic lights. The lower fill of 026 (027) produced similar pottery but also two sherds of late 13<sup>th</sup> / early 14<sup>th</sup> century Monnow Valley ware and a ridge tile fragment of a similar date.

### ***Catalogue of Finds***

The finds are catalogued in the contexts from which they were recovered.  
(See Appendix B – *The Medieval and Later Pottery Fabric Series*)

### **Pottery**

*Context 004*

*Bag 1*

<i>Context</i>	<i>Fabric and Form</i>	<i>Code</i>	<i>Date.</i>	<i>Sherds</i>
004	South Wales bowl	A	19 <sup>th</sup> C	1

*Context 015*

*Bag 2*

<i>Context</i>	<i>Fabric and Form</i>	<i>Code</i>	<i>Date.</i>	<i>Sherds</i>
015	Tile/brick, local fabric	A	18/19 <sup>th</sup> C	1

*Context 021*

*Bag 3*

<i>Context</i>	<i>Fabric and Form</i>	<i>Code</i>	<i>Date.</i>	<i>Sherds</i>
021	Staffs/Bristol slipware	C4	18 <sup>th</sup> C	1
021	Staffs/Bristol slipware	C4	18 <sup>th</sup> C	1
021	Saggars, base and 2 body sherds, Group One	A5	Late 15 <sup>th</sup> /16 <sup>th</sup>	4
021	?Bowl, kiln waste	A	Late 15 <sup>th</sup> /16 <sup>th</sup>	1

*Context 023*

*Bag 14*

<i>Context</i>	<i>Fabric and Form</i>	<i>Code</i>	<i>Date.</i>	<i>Sherds</i>
023	Ridge tile, ?over fired	A5	17 <sup>th</sup> C	1

*Context 023*

*Bag 5*

<i>Context</i>	<i>Fabric and Form</i>	<i>Code</i>	<i>Date.</i>	<i>Sherds</i>
023	Saggar fragments, Group One	A5	Late 15/16 <sup>th</sup> C	4
023	Possible kiln bat, Group One	A5	Late 15/16 <sup>th</sup> Cent	1

Context 026

Bag 6

<i>Context</i>	<i>Fabric and Form</i>	<i>Code</i>	<i>Date.</i>	<i>Sherds</i>
026	North Devon gravel-tempered ware, one handle	E5	Later 17 <sup>th</sup> C	2
026	Salt glazed, one base	G	18 <sup>th</sup> C	1
026	Stoneware	G	18 <sup>th</sup> C	3
026	Westerwald stoneware	F3d	17/18 <sup>th</sup> C	1
026	Bowls, regionally local	A	18 <sup>th</sup> C	5
026	Manganese glazed	G	18 <sup>th</sup> C	1
026	Jug ?Devon	E5	18 <sup>th</sup> C	1
026	Local slipware	A	18 <sup>th</sup> C	1
026	Coarse-ware rim	G	18 <sup>th</sup> C	1
026	Vitrified slipware sherd	G	18 <sup>th</sup> C	1

Context 027

Bag 7

<i>Context</i>	<i>Fabric and Form</i>	<i>Code</i>	<i>Date.</i>	<i>Sherds</i>
027	North Devon gravel-tempered ware	E5	Later 17 <sup>th</sup> C	3
027	Stoneware	G	18 <sup>th</sup> C	1
027	Westerwald stoneware	F3d	17/18 <sup>th</sup> C	1
027	Tyg handle	G	17 <sup>th</sup> C	1
027	Local slipware	A	18 <sup>th</sup> C	1

Context 027

Bag 19

<i>Context</i>	<i>Fabric and Form</i>	<i>Code</i>	<i>Date.</i>	<i>Sherds</i>
027	Ridge tile	A5b	13/14 <sup>th</sup> C	1
027	Jug (Drybridge kiln)	A5	Early 14 <sup>th</sup> C	1
027	Non-local Jug with iron-enriched applied clay decoration	G	Late 13/14 <sup>th</sup> C	1
027	Slipware, moulded, non-local	G	18 <sup>th</sup> C	1

Context 031 (Surface of)

Bag 8

<i>Context</i>	<i>Fabric and Form</i>	<i>Code</i>	<i>Date.</i>	<i>Sherds</i>
031	Jug (Drybridge kiln)	A5	Early 14 <sup>th</sup> C	1

Context 040

Bag 17

<i>Context</i>	<i>Fabric and Form</i>	<i>Code</i>	<i>Date.</i>	<i>Sherds</i>
040	Jug (Drybridge kiln)	A5	Early 14 <sup>th</sup> C	1

Context 040

Bag 18

<i>Context</i>	<i>Fabric and Form</i>	<i>Code</i>	<i>Date.</i>	<i>Sherds</i>
040	Heavily sanded jug	A5b	Early 13 <sup>th</sup> C	1

Context 039

Bag 20

<i>Context</i>	<i>Fabric and Form</i>	<i>Code</i>	<i>Date.</i>	<i>Sherds</i>
039	Staffs. slipware	C4	18 <sup>th</sup> C	1

Context 042

Bag 21

<i>Context</i>	<i>Fabric and Form</i>	<i>Code</i>	<i>Date.</i>	<i>Sherds</i>
042	Severn Valley Ware	-	Roman	2

Context 049

Bag 9

<i>Context</i>	<i>Fabric and Form</i>	<i>Code</i>	<i>Date.</i>	<i>Sherds</i>
049	Jug (Drybridge kiln) with applied iron-free decoration	A5	Early 14 <sup>th</sup> C	4

Context US

Bag 10

<i>Context</i>	<i>Fabric and Form</i>	<i>Code</i>	<i>Date.</i>	<i>Sherds</i>
US	Feathered slipware	G	19 <sup>th</sup> C	1

Context US

Bag 4

<i>Context</i>	<i>Fabric and Form</i>	<i>Code</i>	<i>Date.</i>	<i>Sherds</i>
US	Staffordshire tankard, base and body sherd	C4	18 <sup>th</sup> C	2
US	Tyg handle	A5	16/17 <sup>th</sup> C	1
US	Large base, non-local	-	? Roman	1

Context US

Bag 16

<i>Context</i>	<i>Fabric and Form</i>	<i>Code</i>	<i>Date.</i>	<i>Sherds</i>
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US	Cooking pot	A3	13/14 <sup>th</sup> C	1
US	Jug, Drybridge kiln	A5	Early 14 <sup>th</sup> C	1

### Other Finds

*Context 004*

*Bag 1*

<i>Context</i>	<i>Items</i>	<i>Date</i>	<i>No.</i>
004	Iron slag	-	3

*Context 015*

*Bag 2*

<i>Context</i>	<i>Items</i>	<i>Date</i>	<i>No.</i>
015	Clay pipe stem	19 <sup>th</sup> C	1
015	Sack bottle fragment	18/19 <sup>th</sup> C	1

*Context 021*

*Bag 3*

<i>Context</i>	<i>Items</i>	<i>Date</i>	<i>No.</i>
021	Over-fired fragment of encaustic floor tile (probably Cadogan House kiln)	Later 15 <sup>th</sup> C	1

*Context 021*

*Bag 13*

<i>Context</i>	<i>Items</i>	<i>Date</i>	<i>No.</i>
021	Roof tile? worn, possibly waste	Late 15/16 <sup>th</sup> C	1

*Context 026*

*Bag 6*

<i>Context</i>	<i>Items</i>	<i>Date</i>	<i>No.</i>
026	Glass wine bottle fragments	18 <sup>th</sup> C	3

*Context 030 (Surface of road) – SO 50957 130910*

*Bag 11*

<i>Context</i>	<i>Items</i>	<i>Date</i>	<i>No.</i>
030	Roof tile fragment, Group 1 kiln	Post Med.	1



Context 030 (Base of road) – SO 50957 130910

Bag 12

<i>Context</i>	<i>Items</i>	<i>Date</i>	<i>No.</i>
030	Medieval floor tile	Late 15 <sup>th</sup> C	1

Context 039

Bag 20

<i>Context</i>	<i>Items</i>	<i>Date</i>	<i>No.</i>
039	Clay pipe stems	18 <sup>th</sup> c	2

Context 049

Bag 9

<i>Context</i>	<i>Items</i>	<i>Date</i>	<i>No.</i>
049	Fired clay	-	1

### **Bones**

(Not identifiable : Nid)

Context 004

Bag 1

<i>Context</i>	<i>Species</i>	<i>Bone / Teeth</i>	<i>Number</i>
004	Sheep	Rib fragment	1

Context 007

Bag 3

<i>Context</i>	<i>Species</i>	<i>Bone / Teeth</i>	<i>Number</i>
004	Pig	Nid	1

Context 023

Bag 5

<i>Context</i>	<i>Species</i>	<i>Bone / Teeth</i>	<i>Number</i>
023	Sheep	Rib fragment	1

Context 027

Bag 7

<i>Context</i>	<i>Species</i>	<i>Bone / Teeth</i>	<i>Number</i>
027	Bovine	Metatarsal	1
027	Bird	Tibio tarsus	1
027	Nids	-	3

*Context 042*

*Bag 15*

<i>Context</i>	<i>Species</i>	<i>Bone / Teeth</i>	<i>Number</i>
042	Nid	-	1

*Context US*

*Bag 16*

<i>Context</i>	<i>Species</i>	<i>Bone / Teeth</i>	<i>Number</i>
US	Nid	-	2

## **Samples**

*Context 006 – Slag sample*

## **Conclusion**

The most significant revelation of the watching brief was that there was a second road in Monk Street.

On the northern side of the traffic lights earlier (separate) road surfaces were uncovered on both sides of the street. The disconnected road on the eastern side of the traffic lights was pre-dated (to the second half of the 15<sup>th</sup> century) by a large fragment of an encaustic floor tile which was sealed in the base of the road and protruding into the natural subsoil. An assemblage of 17/18<sup>th</sup> century pottery in a thick organic-rich deposit was also found on the west side of this (eastern) road. This appears to have been a drainage gully and the pottery probably came from the house on this corner. This eastern road was linked to one revealed during excavations in the front gardens of the Royal George further down Monk Street in 1982. That road was also open into the 18<sup>th</sup> century and seems unlikely to have been laid much earlier than the 16<sup>th</sup> century – it was in line with Monk Street and sinking into the edge of a deep ditch – presumably the Priory Precinct Ditch. The construction of this road was too late to be the one connecting with the North Gate which would have existed by around AD1300.

Unexpectedly, the earlier, medieval, road was found on the western edge of the ditch opposite the Royal George with medieval pottery in its fabric and bits of Roman pottery in the surface of the natural beneath. Clay pipe stems and 18<sup>th</sup> century potsherds in the surface of this road shows that both roads were open in the early 18<sup>th</sup> century and therefore must also have been known in Speed's time although here is no hint of two roads on his map of 1610.

Earlier service excavations have shown that the ditch in front of the Royal George did not extend as far as the traffic lights and a 2011 watching brief by Church and Archaeological Services revealed that the ditch was running under the south-west corner of Oak House towards the front of Geoffrey's Window in Monmouth Priory.

### ***The Archive***

The archive will be held in the depository of Monmouth Archaeology at The Town Wall, Monmouth, until it can be accessioned by Monmouth Museum. The Archive consists of CD with digital photographs, report and drawings, photographic contact sheet, contexts records, finds, finds records and other paperwork.