CARDIFF ARCHAEOLOGICAL CONSULTANTS
(formerly Channel Archaeology)

COBOURG GARAGE DEVELOPMENT, UPPER FROG STREET, TENBY, PEMBROKESHIRE

AN ARCHAEOLOGICAL EVALUATION

Planning Application no. NP 04/682

Client: Cobourg Development Company Ltd

Report 2006/04

March 2006

COBOURG GARAGE DEVELOPMENT, UPPER FROG STREET, TENBY, PEMBROKESHIRE

AN ARCHAEOLOGICAL EVALUATION

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1 Summary

The evaluation was conducted in February 2006 in accordance with a written specification for archaeological work. In a T-shaped trench the archaeological resource was excavated to natural in a part of the trench. The site had been badly damaged by the insertion of a sewer system. The bar of the T trench was largely filled with the pipe trenches of the system and two 19th-century walls. A small area of pre-sewer soil was also of 19th-century date. In the upright of the T, the garage floor had been laid on layers of demolition debris overlying a laid surface of gravel or mortar or an exterior sandy soil on stones. The two surfaces may have been separated by a narrow slight wall of mortar and pebbles. The earliest surviving soil was a dark ashy material with slate and recent bottles. This suggests that the original medieval and post-medieval soil may have been truncated or destroyed by later activity. Six trial pits were also excavated by the client to rock to test the ground for construction purposes. Of these all were filled with recent soil to a depth of about 1–1.5m. Only trial pit 1 produced evidence of possible medieval activity.

2 Introduction

2.1 The site that forms the subject of this report consists of the site known as the Cobourg Garage, formerly used for parking cars by the Cobourg Hotel at NGR SN 1320 0050 (Fig 1). The development is for a mixed build of 13 flats and one retail unit (planning application no. NP 04/682, granted 20 January 2006).

2.2 Cardiff Archaeological Consultants have been commissioned by Michael Evans for Cobourg Development Co Ltd through Alan Francis Architects to carry out this evaluation in response to a planning condition and to the standard of a written scheme of archaeological investigation prepared by the author (Ponsford 2006). The site is part of the historic town of Tenby and the Pembrokeshire Coast National Park and should contain physical evidence for the history of the construction and development of this part of the town.

2.3 It is the opinion of the professionally retained advisers to the Pembrokeshire Coast National Park, Cambria Archaeology - Heritage Management, that the site contains an important archaeological resource. The evaluation was requested in the light of Section 23 of WO Circular 60/96, which was included as Condition 7 of the particulars of decision on the application of 20 January 2006:

'No development shall take place until the applicant, or their agent or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the National Park Authority'.

2.4 A previous specification for archaeological evaluation (Ponsford 2005a) was prepared in response to a brief written by Cambria Archaeology – Heritage Management of 22 August 2005 in which it should be noted that: 'The results of the evaluation will be used to assess the impact of the proposed development and will provide adequate information to identify the scale and scope of the necessary

mitigation. This may result in the protection of areas of surviving sensitive archaeological remains through mitigation engineering or the prevention of development or in the full excavation, investigation and recording of archaeological remains prior to the commencement of development. Alternatively archaeological interests may be protected by the attachment of suitable conditions to a positive planning decision'. The results of a previous evaluation (Ponsford 2005b) have been applied to the determination of the planning application and resulted in the addition of the above condition. The scheme was written with the original archaeological brief in mind.

3 The site of Tenby

3.1 The small historic town of Tenby (Dinbych-y-Pyscod) lies on the coast in the south-east corner of Pembrokeshire on rising ground composed of Carboniferous Limestone some 20–30m above sea level. Two small knolls lie to the east, Castle Hill and St Catharine's Island, both used for small fortifications at different times. A small harbour has been made on the north-facing coast.

3.2 The original town plan is based on a grid pattern drawn within the town walls, many parts of which still stand. The town did not expand significantly until the later 19th century, extending west onto former town lands (Fig 1). The town lay entirely within the parish of St Mary, divided into St Mary in Liberty (town) and St Mary out Liberty (outside the town lands). The church is centrally placed in the town.

4 Some archaeological and historical background

4.1 The Roman settlement of south Pembrokeshire was slight. Late in the fourth century an Irish tribe, the Deisi, from Co. Meath in Ireland, migrated to Pembrokeshire under their leader, Eochaid Allmuir, and established a royal dynasty that was to rule in south-west Wales for some five centuries. They provided the first written records in the form of inscribed stones bearing the names of those who were considered worthy of commemoration. The writing was in Latin or in ogam, an Irish alphabet designed for ease of cutting on the edge of a stone pillar. Whether Tenby was occupied as a site at this time is unknown

4.2 The pre-Anglo-Norman administration of west Wales was based on small kingdoms or *gwledydd*, which were established before the 8th century AD. The area lies within the *gwlad* of Dyfed and in the cantref of Penfro (later Pembrokeshire), one of the seven *cantrefi* of Dyfed (Cambria Archaeology 2002). Evidence of this period has come from Longbury Bank, near Tenby, and included 5th–7th century pottery and glass (Murphy 2002, 58; Campbell and Lane 1993). There may have been a fortified settlement at Tenby celebrated in verse in the 9th century (*ibid*).

4.3 According to Asser, the Vikings visited in 878 en route to Devon (Rees 1954, 2). More permanent evidence of the Viking presence are the names given to the islands of Skomer, Skokholm and Grassholm and the place-names of Dale, Angle and others. Tenby may have been settled by the Vikings and reputedly called by them Tembych

(RCAHMW 1925. 394).

4.4 The Anglo-Norman settlement of the Pembrokeshire region began in 1093 with the invasion of Dyfed under Roger de Montgomery. the Norman Earl of Shrewsbury. and the establishment of his castle at Pembroke. From this base his son. Arnulf. had by 1100 subdued the greater part of Cantref Penfro (in the southern part of the present county around Tenby). Cantref Rhos (west of Haverfordwest) and Cantref Daugleddau (in the central part of the present county). which were reorganised as a county under Henry I - later a palatinate of the earls of Pembroke (Cambria Archaeology 2000).

4.5 The castle at Tenby was built from about then either by Gerald de Windsor or Gilbert de Clare. first Earl of Pembroke (1138–48). and was probably mainly of timber as there are mentions of its destruction by burning in the 12th and 13th centuries (RCAHMW 1925. 395). The castle provided protection to this flank of the Norman penetration into Pembrokeshire and a safe harbour. The town would have been unwalled at this time.

4.6 That this was not a successful enterprise is shown by the capture of the town by Maredudd and Rhys ap Gruffydd in 1151. The Welsh again sacked the town in 1187. In 1260 Llewelyn ap Gruffydd put the town to the sword in protest against the Norman occupation of Wales.

4.7 To protect the Norman investment in Pembrokeshire and strengthen the defences of Tenby. William de Valence. Earl of Pembroke. began building new stone defences from 1264 to enclose the town and incorporated a new castle on Castle Hill into these. In 1328 Edward III granted Tenby the right to levy tolls and customs on goods entering the town for seven years for murage and quayage. This helped to pay for additional towers in the walls and the outer barbican tower for the west or St George's Gate. now the Five Arches.

4.8 In 1457 Jasper Tudor's Letters Patent made the mayor and Burgesses fully responsible for the upkeep of the walls and the defences of the town. Lower parts of the walls were increased to six feet in thickness and walls heightened and parapet walk added. In what is South Parade. South Pool and St Florence Parade. a dry ditch 30 feet wide was dug for further protection (called 'The Whale' in the 19th century). In 1588. the Armada a threat. the section of wall to the south of the West Gate was rebuilt and strengthened. The two main gates through the wall included the West Gate (Five Arches) and the North Gate at the end of High Street on the site of the Royal Lion Hotel. The latter was removed in1781 as it was seen as an impediment – it had already been partly demolished in 1706–7. Other gates are shown on the OS first edition of 1890.

4.9 Among the medieval institutions in the town. there was a chapel of St Julian at the foot of the castle. probably a sailors' chapel. and a 'Carmelite Friary' founded by John de Swynemore in 1399 on the west side of the parish church (RCAHMW 1925. 398). This became the residence of Dr Richard Loughor. Chancellor of York. A mullion of one of the windows survived in 1925. The well of the Hospital of St John is said to have supplied the town with water (located north-west of the town on the OS plan of 1908. There was also a small hospital (the Mawdlems) whose lands and possessions

are referred to in the 16th century. The mayor and burgesses had the rents diverted and transferred to them as early as 1446. The town was then responsible for the care of the poor. The Mawdlems was turned into a brewhouse by Peter Vele, town bailiff in 1599 (RCAHWM 1925, 399).

4.10 During the Civil War Tenby was held initially (1641-3) for Parliament by the mayor David Hammond. In 1643 it became the main Royalist stronghold in Pembrokeshire. The town was taken back after a fearsome bombardment from the sea by Colonel Richard Laugharne on March 7 1644. In 1648 Laugharne and the mayor, and commander of the fortress at Pembroke, Colonel Poyer, revolted against Cromwell and were crushed in the subsequent sieges.

4.11 Tenby was badly hit by the plague of the early 1650s during which it is said that almost half the population of 1000 died. The general poverty of the area is shown by the lack of development outside the town even by 1840 when the Tithe Map was drawn up. It was only after the mid-19th century that the town developed, in response to the new needs of tourism and healthy seaside living. The extant mid-19th century fort on St Catharine's Island which protected the town from then is well preserved (Driver 2002, fig 5.3). The arrival of the railway in 1864 was an important fillip to the new interest in holidays. Houses became small hotels and terraces of fine houses were built, some as second houses for summer holidays. Landscaping of promenades began and continued with the landscaping of Castle Hill when the Welsh national monument to Prince Albert was erected on the crest of the hill in 1865. Tenby continues to be one of the most important holiday towns in South Wales.

5 Previous archaeological work.

5.1 Much of the information on the SMR is concerned with standing post-medieval buildings. Only one piece of fieldwork (at St Mary's Church) is noted (PRN50649). There have been few opportunities to conduct excavations in the town, but work on the National Trust's 15th-century Tudor Merchant's House, Quay Street, in Tenby produced some useful environmental evidence from a cess pit (Murphy 1989 and 2002, 64; Nayling 2002, 31), while pottery from Iberia and north Devon showed the trading connections Tenby had with the rest of England and the Continent, emphasised by the grape and fig seeds found. From the evidence of bones and shell the diet included many types of fish and shell-fish.

5.2 An evaluation was conducted by Cardiff Archaeological Consultants in November 2005 to the rear of the development in a garden area west of the Coach and Horses public house to investigate the nature of the archaeological resource (Figs 1 and 2: Ponsford 2005b). A trench measuring 10 x 2m east-west was excavated in accordance with a specification for archaeological evaluation (Ponsford 2005a). This showed that a depth of garden soil 0.9m deep overlay a thin medieval soil that had been largely gardened away. There were no features cut through this deposit although it was becoming thicker to the west, beyond the footprint of the proposed new building. The pottery showed that the occupation probably began before the town wall was constructed in the second half of the 13th century but was then continuous to the present day. The medieval pottery came mainly from north Devon, Bristol, Gloucestershire and Somerset as well as a little from south Wales and from south-

west France and Spain. The post-medieval material was typical for a Bristol Channel port with further finds from north Devon, Bristol area and Germany. Among the other finds, the shell-fish – winkles, limpet, oyster and clam – were of interest.

5.3 Despite this clear information that much of the early archaeological resource would have been gardened away, this cannot be extrapolated to include the garage end of the site, as it was thought likely that, as today, there would have been a range of buildings on the street frontage. If there was significant survival of the archaeological resource, it would inevitably be affected by the foundations of the new building.

6 Research considerations

6.1 The site of the development is situated between a medieval street and the town wall of Tenby. Elements of occupation over the period from the first Norman contact with the area of the town in the 11th–12th century until the 20th should be expected. It is possible that earlier deposits belonging to a pre-Norman settlement are present.

6.2 Based on our knowledge of other medieval towns such as Monmouth or Carmarthen, on the street frontage housing would have developed back (west) towards the wall but with a space behind for garden, waste disposal and possibly drainage. The frontage of the medieval town would, at first glance, have been not dissimilar to that of today with a continuous row of stone and timber buildings with thatched or slate roofs decorated with glazed pottery roof crests. At foundation level, postholes, timber beam slots, floors of stone flags or clay and stone-lined drains should be expected. Heating and cooking may have been provided by a central hearth, with fireplaces (and chimney stacks) a later addition. There would probably have been no window glass. Finds could be few within the houses but to the rear rubbish would have been disposed of in pits and the drains would have continued west to discharge into a soakaway or into the town ditch.

6.3 It was common in medieval towns for trades, industries and domestic life to be carried on cheek by jowl and evidence for this might be found throughout the site. The artefactual, environmental and industrial wealth of urban deposits makes it likely that a wide range of data will be found of all dates.

6.4 Post-medieval developments might provide evidence for such events as the Civil War sieges and the effects of the slightly earlier plague. The later rebuilding of the medieval structures are likely to have left a complex succession of structural remains and activities.

7 Impact of development proposals on the archaeological resource

7.1 It is inevitable that parts of any archaeological remains that exist within the depth of the foundation in the development area will be destroyed by the ground works. The previous evaluation (Ponsford 2005b) established that garden soil was 0.9m in depth to the rear of the site and that the archaeological resource had been largely gardened away. On the street frontage, however, and for an unknown distance westwards, it was thought likely to have been built-up from the later 13th century onwards. While none

of the original structures appear to be standing in this part of the street, the plans of the early buildings, often preserved only as discolorations in the soil, might be destroyed by any intrusive foundation method. It was thought essential in the scheme, therefore, to record as fully as possible any data of any date that will be damaged by foundation works and to design a mitigation strategy that will result in the minimum destruction of the archaeological resource. The depth and complexity of the archaeological deposits would need to be determined in order to achieve this objective.

7.2 It is understood that the architect is waiting on the results of an intrusive evaluation to finalise the foundation design and the routes of service trenches. These should be designed to have the minimum impact on the archaeological resource and be agreed with the LA before development commences.

8 Aims and objectives of an evaluation

8.1 The advised approach to examining the resource is an evaluation trench to excavate and record the archaeological data within the specified area using appropriate methods and practices. These should satisfy the stated aims of the project and comply with the IFA *Standards and Guidance for Archaeological Excavations* and the *Code of conduct, Code of approved practice for the regulation for contractual arrangements in field archaeology* and other relevant by-laws of the Institute of Field Archaeologists. It will result in appropriate published accounts and an ordered, accessible archive.

8.2 The purpose of the evaluation would be to examine the archaeological resource within a framework of defined research objectives (above, 6), to seek a better understanding of and compile a lasting record of that resource, to analyse and interpret the results and disseminate them through appropriate publication.

8.3 The work shall elucidate the presence or absence of archaeological material, its character, distribution, extent, condition and relative importance.

8.4 The evaluation and its record will provide sufficient information by which to determine the level of importance of surviving archaeological features and place them in an interpretative framework.

8.5 The evaluation report will provide information which is sufficiently detailed to allow informed planning decisions to be made which can safeguard the archaeological resource.

8.6 The evaluation will include a comprehensive assessment of the regional context within which the archaeological evidence rests and will aim to highlight any relevant research issues within a national and regional research framework.

8.7 Where appropriate the results of the evaluation need to inform a detailed mitigation strategy, which may be required in the ongoing planning processes and for any required work to be appropriately designed and costed.

8.8 Artefactual, environmental and technological evidence from the excavated deposits will be recovered to provide cultural and chronological data towards an interpretation of the excavated site.

9 Methods statement

9.1 Prior to the evaluation the garage and attached house to the rear had been demolished. An evaluation trench of T shape was proposed in the written scheme and approved by Cambria Archaeology-Heritage Management. The easternmost trench (2) was the bar of the T and measured 6m x 2m (Figs 1–3). It followed the eastern end of the proposed building footprint. It was designed to pick up any street frontage evidence. The southern end of the bar was occupied by the electricity input and so not excavated. The upright of the T (trench 3) ran west for nearly 10m at a width of 2m. The shape was determined by the pre-excavation of most of the upper part of the site by the client.The trench was then machined down to the first undisturbed deposit with a toothless bucket.

9.2 The evaluation was directed by M.Ponsford to the standards set by the Institute of Field Archaeologists (1994-2001). Assistance was provided by local people (Acknowledgements, section 16).

9.3 In the agreed trench sufficient excavation was undertaken to ensure that the minimum number of archaeological features were proven and that the character, distribution, extent and importance of the remains was elucidated. Sufficient excavation was undertaken to ensure that the natural horizons were reached and proven.

9.4 All archaeological contexts were recorded using a continuous numbered context system on *pro forma* context sheets using the Museum of London Archaeological Service's manual (Spence 1990, prepared in 1990 by the then Dept. of Urban Archaeology).

9.5 Written, drawn and photographic records (B/W and colour slide in 35mm format) to an appropriate level of detail were made. The written and drawn record included the context sheets, a record of finds and the field drawings recorded in three dimensions. Plans and section drawings were at a minimum scale of 1:20. The drawings were cross-referenced to Ordnance Survey datum and fixed boundaries on the relevant OS plan.

9.6 Spoil storage was on site and backfilling undertaken by the client.

9.7 No sampling of environmental or technological data was required.

10 The evaluation

10.1 Work commenced on Trench 2 (Fig 2). This was cut over the garage frontage and 2m east. The section layers are described in Appendix 18.4. The area between the garage and the pavement was paved in bricks. The bricks were bedded in a blue-grey

shaley aggregate *c.*100mm deep (Fig 4. sections C and D. 2). Beneath this deposit. a large part of the trench was filled with a typical recent deposit (Fig 3. context 08) of dark soil. stones. ash. mortar and bricks (sections C and D. 3). Central to this was a manhole cover covering an inspection shaft to a sewer nearly 2m deep (Fig 3. Plates 1 and 2). The inspection shaft was constructed of distinctive bricks with rows of 6-7 circular perforations. The manhole had been set in an iron frame bedded in mortar and covered about two-thirds of the shaft top. On the west was a large pennant stone that covered the rest of the shaft.

10.2 The drainage system included a sewer trench running west. rainwater drains at east and west and another drain that ran obliquely to the shaft and was covered with a thick layer of concrete (Fig 3 and Fig 4. E). The trenches for these pipes were effectively the same and probably dug at the same time. All the pipework was in a dark brown stoneware and the ends of the pipes were built into the shaft (Plates 1 and 2).

10.3 On the west side of the trench were two walls (Fig 3. 1 and 2) with a gap of 2.6m between their end faces. They were certainly of the same build as they were aligned and used perforated bricks for the quoins and sandstone and limestone for the rest of the walling. The walls were *c.* 0.55m wide. At each end of the trench the walls had been damaged by the demolition contractor (Fig 3. X). A thick slate had been used in the south end of the foundation of wall 2 and a sandstone slab in the end of the foundation of wall 1. These showed the approximate level when the walls began their lives: the flat slabs coincide with the base of the demolition deposit in trench 3 (section B. 1 and section E. 2. see below). Four to five courses of each wall were visible but the walls were not bottomed (section E. 4). Wall 2 was cut through the natural shattered rock that appeared below the southern drain trench (Fig 3). At the top and west edge of wall 1 the steel runner for the sliding garage doors was found (section B. Fig 3; Plate 1).

10.4 At the north end the pipe-trench cut a softish brown clay-silt soil with a few stones (section C. 5. context 14; Plate 1). It was thought that this might be of medieval date but excavation showed it was 19th century (see Finds) as was a small area of red clay and stones (section C. 4. context 13) that overlay it on the east. The brown soil in turn overlay a layer of pale yellow-green clay and dark shale of unknown thickness (section C. below 5. context 15).

10.5 Trench 3 was excavated down to orange-brown natural clay at the east end at a depth of 29.85m AOD (Fig 3. section A). The sewer pipe trench extended the length of the trench and was cut from below the concrete (Fig 4. section A. 1). A length 2m long was dug out to expose natural in the sides of the trench at adepth of 29.57m AOD (context 12; section A).

10.6 Below the concrete of the garage floor were several layers of levelling material 0.4 – 0.6m thick thick. It was composed of lenses of mortar. small rubble. clay and soil of a variety of colours (section A. 2. section B. 1. section E. 2 and 3. context 09). This had probably been derived from demolition elsewhere and was used to raise the level up to that of the pavement. The sewer trench not only divided the trench in two. it also appeared to follow the line of an existing boundary as the deposits on either side of it were different. On the north there were two layers. a stoney one at the top

with a sandy surface that was the equivalent of the mortary on the south (section B. 3 and section A. 4 and Plate 3. section) and a dark soil overlying the natural (section B. 5 and section A. probably 6 and Plate 3). Layer 4 in section B appears to cut 5 and is probably part of the sewer trenches.

10.7 On the south side a layer of white mortar and cinders at the west end underlay 09 for a distance of 3.2m. in turn overlying a stiff dark ashy soil with frequent small rolled gravel (context 10). The dark gravelly material overlay a red sandy gravelly material (section E. 5 and 6). On the north edge against the sewer trench was a short length of foundation of white mortar and cinder similar to the mortary material at the west end. This was founded on a strip of beach pebbles 0.2m wide but only *c.* 100m thick. The gravelly soil was not present on the north where a stony deposit probably took its place (above. section B. 3). Some similar dark soil to that on the north. however. appeared under the red gravelly.

10.8 It seems possible that there was a wall or fence on the line of the sewer trench. The mortar at the west end suggests this may have supported a roof as mortar would not usually be an outside deposit. The short foundation may have been part of this. running at a slight angle northwards and destroyed by the sewer trench to the west.

10.9 The only possible medieval deposit was layer 7 in section A. a light brown clay silt with charcoal flecks. It had probably been truncated by the deposits above.

10.10 The trial pits

While the evaluation was taking place. Nick Paulakis of Terra Firma (Wales) Ltd. made records of six trial pits (Fig 2. TP01–06). The results are shown in Appendix 18.3 below. The natural rock is generally a stiff red-brown clay. sometimes overlying shattered rock. The only sign of medieval occupation came from TP1 where about 200mm or more of light brown clayey soil with charcoal and small fragments of bone resembled context 03–05 in Trench 1.

11 The finds

These are recorded in Appendix 4. The finds are a representative sample of what was found. Apart from two 18th-century sherds. everything is 19th or 20th century. It is surprising that more pre-1600 material was not found. This might be expected to have been mixed with later material as in the garden soil in Trench 1 (Ponsford 2005b).

12 Interpretation and discussion

12.1 The earliest deposits are the traces of medieval soil at the base of section A and traces in Trial Pit 1. Otherwise the dark soils at the base of Trench 3 represent the layers overlying natural. This material contained dark glass and slate typical of the 18th–19th centuries. In trench 2 the red and brown soils at the north end were 19th century as was the pale green-yellow material below.

12.2 The main activity then is the laying of gravel and mortar surfaces over a dark ashy soil on natural, possibly under roofs with a sandy one on the north perhaps separated by a boundary later destroyed by the pipe trench. The difference in the soils north and south is the reason for this idea. If the short narrow length of foundation is indicative. however. there may only have been a boundary wall between the two deposits.

12.3 In about 1910 the Cobourg 'Garage' was built as a coach house (information Mike Evans) with a narrower entrance shown by the ends of walls 1 and 2. This also resulted in the deposition of layers of demolition debris to the west against the newly built walls 1 and 2. Through this deposit a sewer trench was cut using the same bricks for the shaft construction at the east end as in the quoins of the walls. A layer of concrete was laid in panels over the fill and sewer trench. The latter served mail rooms to the rear. The Cobourg Hotel. owned by James Hughes. included a posting house in 1844 and the pre-garage deposits may have been to do with yards for horses and coaches (Pigot and Co South Wales Directory).

12.4 In the 1950s the garage was created by the owner. John Horner. The ends of the walls were demolished and the doorway widened. Walls 1 and 2 were the ends of the original coachhouse walls. Sliding doors were now installed. Traces of the mortar bed for the runner were rediscovered (section B, Fig 3 and Plate 1). The ends of the garage walls are the disturbances X in Figure 3 dug out by the demolition company.

12.5 No trace of medieval structures was made apart from the soil in section A. No medieval finds were made. As discussed above the earlieat deposits after this are probably as late as the 18th if not the 19th century and precede the garage. The gravelly and stony soils suggest yard surfaces and may reflect the subsequent local interest in horses. either for racing or for mail coaches. perhaps forming exercise yards or stables. Both the Mews and the Brychan Yard are former stables where horses were kept by local racing enthusiasts for Tenby races and indeed the national classics (Lawrence 2003). The course ran from 1846 until 1936 until it had to close after a betting scandal in 1927 involving the unfancied Oyster Maid which came in at 100/6 and was heavily backed off the course. The bookies were unable to lay off these large amounts as they were without a telephone on the course. The pre-garage deposits may. therefore. have had an equestrian connection. Mr Horner. owner of the Cobourg, also owned racehorses.

12.6 Why there is so little medieval material may be explained by the fact that this has always been an open space until the Cobourg Garage was built. Another explanation is that the activities on this site thoroughly destroyed the earlier occupation deposits. The fact that the rock is so close to the surface may mean that the layers have simply been eroded or removed in the last two hundred years. Even if the ground was waste or open. it is likely that some evidence of medieval occupation would have been found.

13 Conclusion

Whether the early deposits have been removed or destroyed there is little reason to carry out any further archaeological work on this site. The best-preserved data appears

to be towards the west end and the town wall. As this area will not be built upon this should ensure that the archaeological resource, slim though it appears, will be preserved there.

14 Archive

14.1 A completed project archive is being prepared in accordance with the guidelines outlined in 'Appendix 3: site archive specification' of *Management of Archaeological Projects* (English Heritage 1991).

13.2 The site archive will conform to the National Museums and Galleries of Wales' agreed structure and be deposited within an approved store (Tenby Museum) on completion of site analysis and report production.

15 Monitoring

15.1 In their role as the professional archaeological advisors to the Pembrokeshire Coast National Park Cambria Archaeology – Heritage Management are responsible for monitoring the work in order to ensure compliance with the planning requirements. The site was visited on 17 February by Charles Hill and Zoe Bevins of Cambria to discuss the results.

16 Acknowledgements

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18 Appendices

18.1 Summary list of contexts

Contexts 01-07 = evaluation trench 1

Context (trench)	Description	Comment
08 (2)	Firm dark grey gritty mixed fill. some stones. mortar and ash down to 0.6m	Mainly fill of sewer system
09 (3)	Loose mixed grey. brown. white. black fill with stones. mortar and clay lenses all over trench	General filling and landraising
10 (3)	Hard dark grey humic soil with frequent rolled gravel 100mm thick. s. side	Surviving surface and deposit under 09
11 (3)	E. edge of 10	
12 (3)	Loose mortary. soilly fill in sewer trench	In sewer trench
13 (2)	Soft orange-red clay and a few small stones 50-100mm thick	Overlies 14
14 (2)	Softish brown clay soil with stones.some coal and cinder. mortar c 50mm thick	Under 13
15 (2)	loose pale yellow-green clay. shale chips. not natural	Under 14

18.2 Sections

A

1 Loose mortary. stoney fill of sewer trench (context 09).
2 Lenses of mixed dumped mortar. soil. stones in off-white tones.
3 White mortar. stones. cinder floor.
4 Dark brown soil stones. sand on surface.
5 Mortary layer.
6 Dark grey. stones. white flecks.
7 'Medieval soil - mid brown clay silt with charcoal flecks as context 03-5 in trench 1.

B

1 Mixed mortar and soil lenses, grey mortary.

2 Wall 2, limestone and buff mortar, brick quoins.
3 Gritty buff mortar, stones, slate
4 Lighter, gritty , part of sewer trench?
5 Dark grey soil with slate and dark glass.

C
1 Destroyed wall 2.
2 Grey paving bricks on bed of shale chips.
3 Pipe trench (context 08).
4 Soft ornage-red clay and stones (context 13).
5 Softish brown clay soil with some stones, cola, cinder, mortar (context 14).

D
1 Destroyed wall 1.
2 Grey shale bedding for bricks.
3 Pipe trench.

E
1 Demolition disturbance.
2 Lenses of mortar, stones, soil.
3 White mortar and bricks.
4 Wall 1.
5 Dark grey ashy soil with rolled gravel (context 10).
6 Red sandy soil with rolled gravel.
7 Dark grey soil.

18.3 Test pit data (after Terra Firma)

TEST PIT	DESCRIPTION	THICKNESS	COMMENT
TP01 layer 1	Topsoil, soft dark grey-brown silt with humus over stiff red-brown slightly sandy clay natural	1.3m	Garden soil over *c.* 200mm of medieval soil next to wall of Mews
TP02	Made ground, soft to firm grey brown sandy gravely clay with occ. bricks and cobbles over firm red brown sandy clay natural	1.3m	Edge of house
TP03	Made ground - soft to firm sandy clay with gravel and cobbles over firm to stiff slightly sandy clay natural	0.8m	Next to wall of Brychan yard – wall founded on clay
TP04	Made ground- loose clayey sandy gravel over firm red brown slightly sandy clay natural	1m	In fill of sewer trench
TP05	Made ground - loose clayey sandy gravel over stiff red brown sandy clay natural	0.8m	Adjacent to Brychan Yard
TP06	Made ground – clayey sandy gravel over firm to stiff red brown clay	0.8m	Immediately south of garage wall which was founded on clay

18.4 The finds

Context 08
Pointed end of glass ovate lemonade bottle, pale green glass.
Base of dark green glass bottle with P R and F BRISTOL on base (Powell, Rickettes and Filer). This partnership started in 1853.
Five sherds of vitreous earthenware, willow pattern.
Scalloped plate in overpainted red – Japanese style.
Engine-turned brown stoneware, repeat band of lines and floral pattern.
Pottery strap handle from redware jug with black glaze.

Context 09
Sherd of Bristol yellow slipware cup with internal brown feathering and handle root (18th century).
Five sherds of blue and white vitreous earthenware.
Vitreous earthenware lid, fine polychrome dec.
Three pieces of angular red tile.
Complete stoneware buff-coloured blacking bottle 170mm high.
Base of banded ware bowl, brown and blue bands on white background.

Context 11
Sherd of internally-slipped redware bowl ? Barnstaple (18th century).

Context 12
Complete small stoneware blacking bottle 47mm high, brown glaze.

Context 13
Vitreous earthenware sherd, blue painted floral decoration.

Context 14
Thin redware tile.
Body sherd of blue and white vitreous earthenware cup.
Corner of brick.

Context 15
Sherd of flower pot.

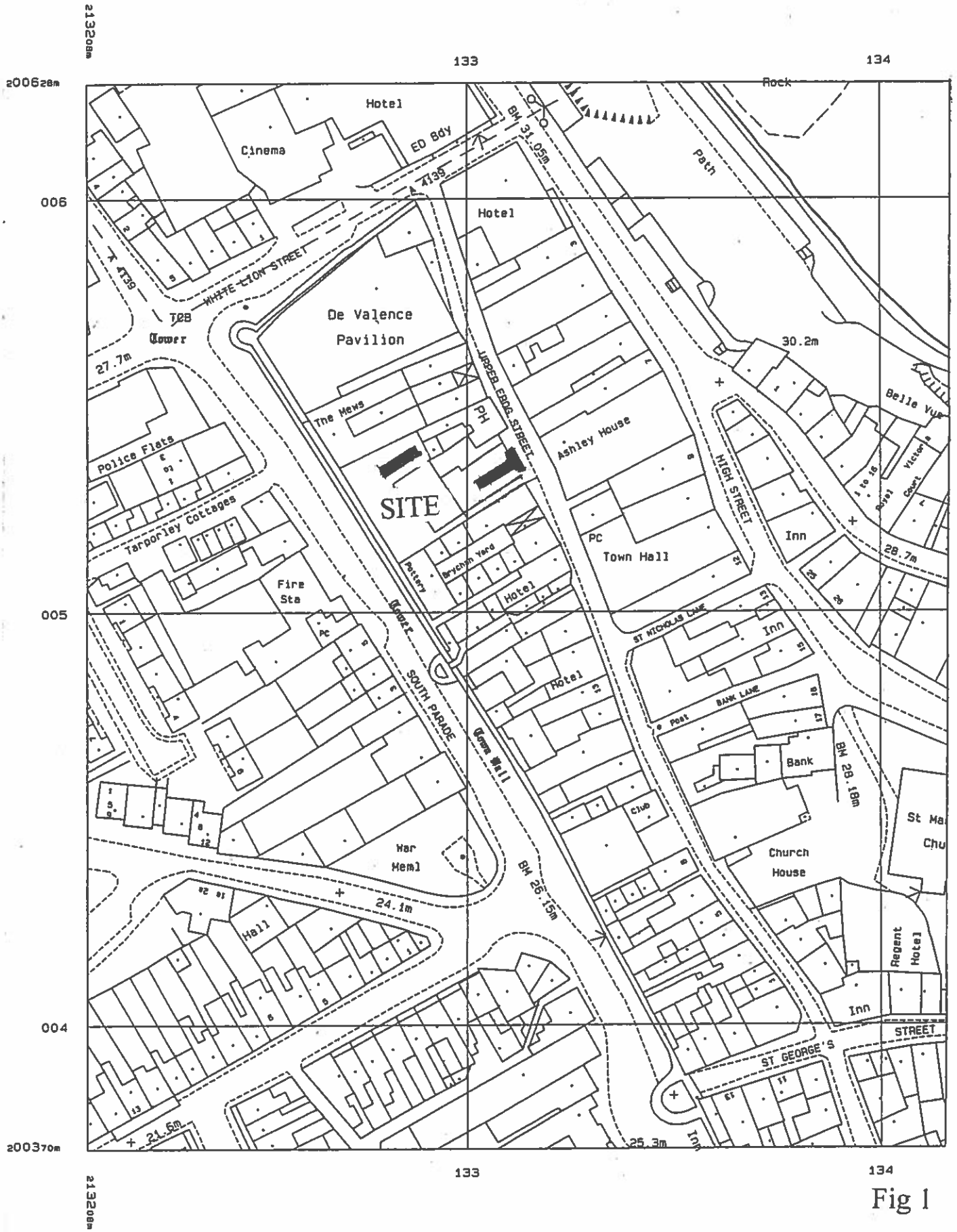
133
134
006
005
004
Hotel
Cinema
ED Bdy
BM 31.05m
Rock
Path
Hotel
A439
WHITE LION STREET
TCB
Tower
27.7m
De Valence
Pavilion
UPPER BROAD STREET
30.2m
Belle Vue
The Mews
PH
Police Flats
Tarporley Cottages
SITE
Ashley House
HIGH STREET
Inn
PC
Town Hall
28.7m
Fire
Sta
Pottery
Brychan Yard
Hotel
ST NICHOLAS LANE
Inn
Hotel
BANK LANE
Post
Bank
BM 28.18m
SOUTH PARADE
Club
Church
House
War
Mem
24.1m
BM 26.15m
Hall
Regent
Hotel
Inn
STREET
ST GEORGE'S
24.6m
25.3m
Inn

Fig 1

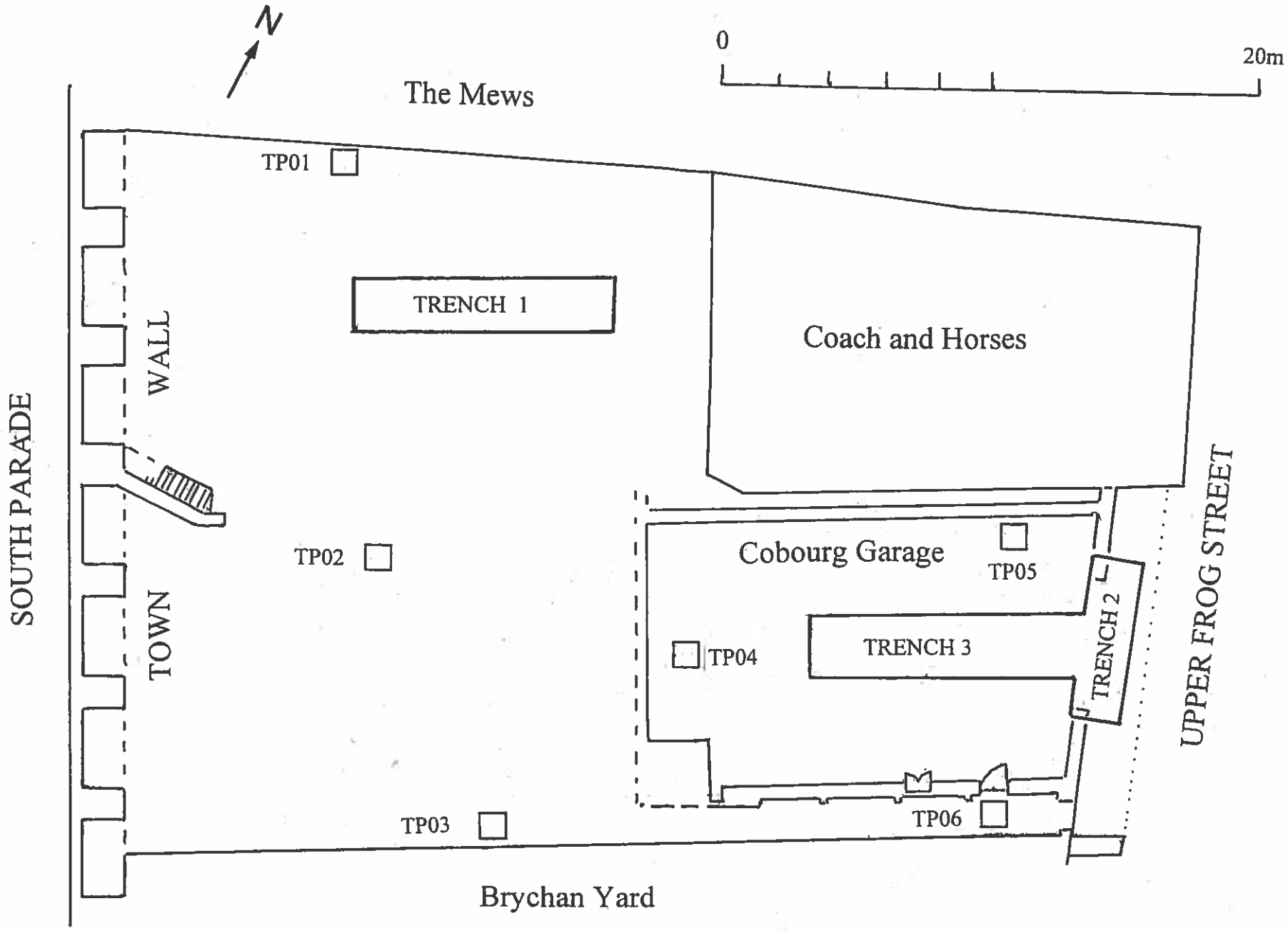
N
0
20m
The Mews
TP01
TRENCH 1
Coach and Horses
SOUTH PARADE
WALL
TOWN
TP02
Cobourg Garage
TP05
TRENCH 2
TRENCH 3
TP04
UPPER FROG STREET
TP03
TP06
Brychan Yard

Fig 2

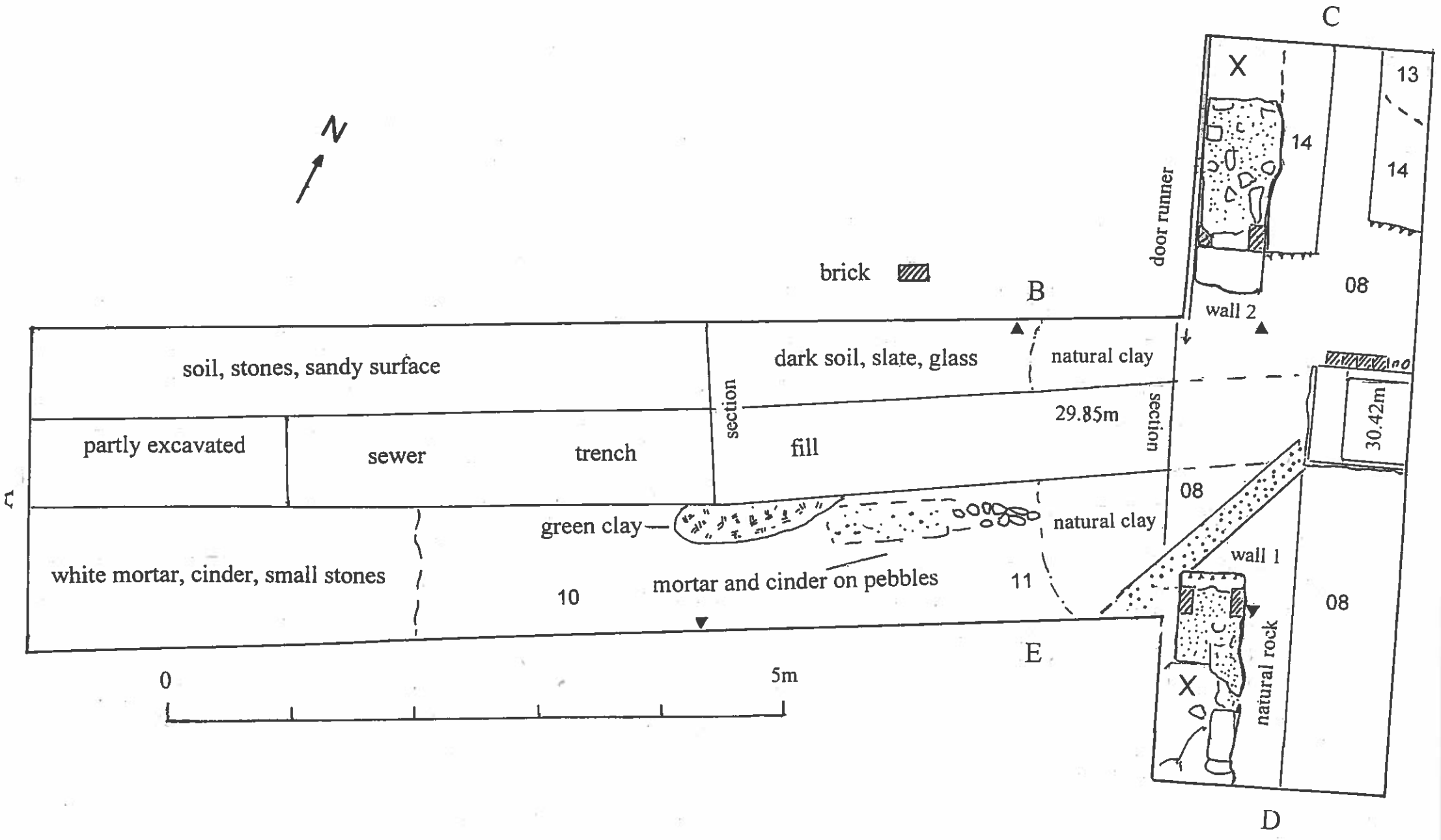
C
X
13
14
14
door runner
N
brick
B
08
wall 2
soil, stones, sandy surface
dark soil, slate, glass
natural clay
section
29.85m
section
30.42m
partly excavated
sewer
trench
fill
08
green clay
natural clay
wall 1
white mortar, cinder, small stones
10
mortar and cinder on pebbles
11
08
natural rock
E
X
0
5m
D

Fig 3

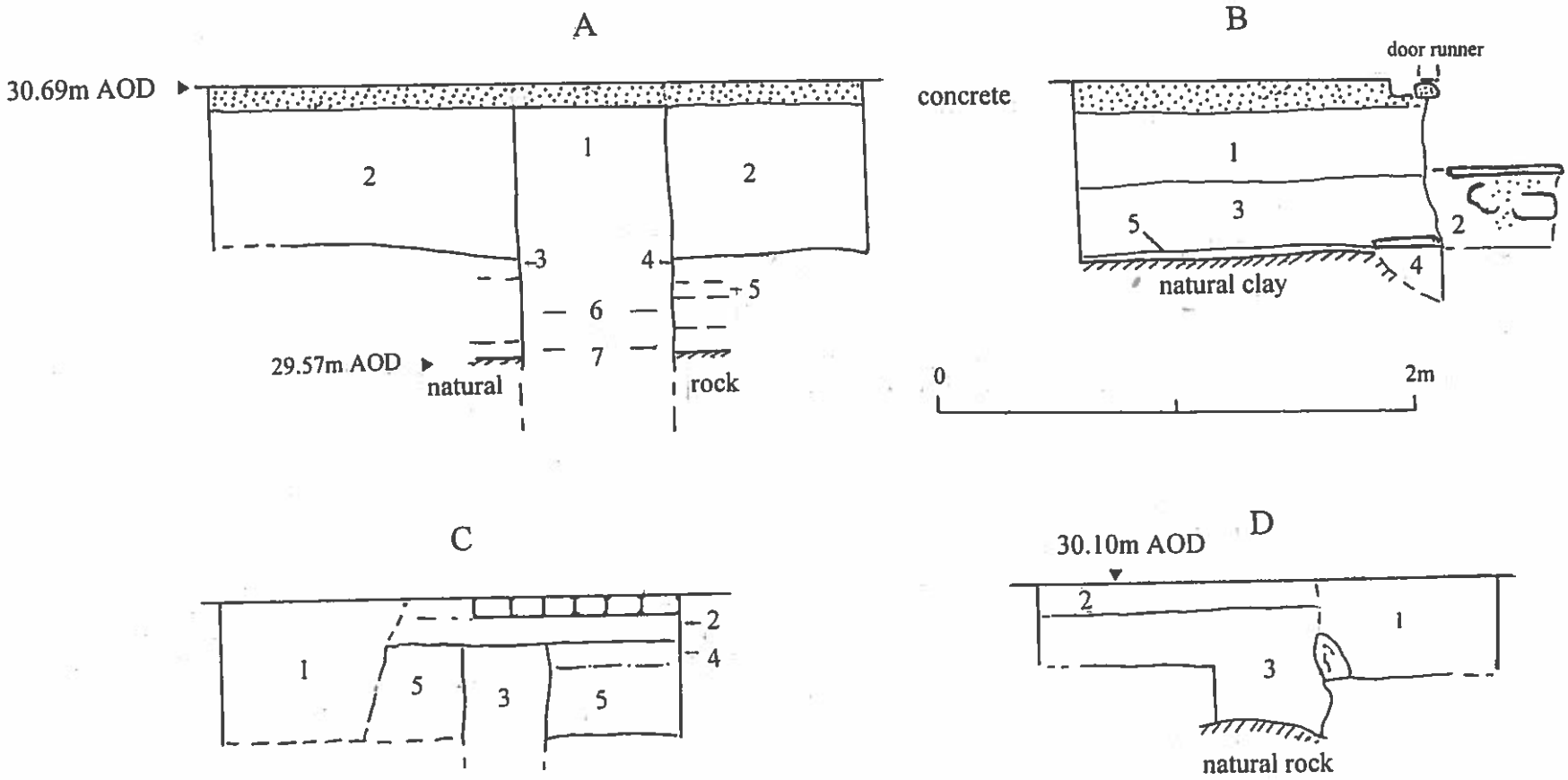
A
30.69m AOD
2
1
2
3
4
5
6
7
29.57m AOD
natural
rock
B
concrete
door runner
1
3
5
2
4
natural clay
0
2m
C
1
5
3
5
2
4
D
30.10m AOD
2
1
3
natural rock
E
4
concrete
1
2
3
5
6
7
concrete
natural clay

Fig 4

Plate 1

Plate 2

Plate 3

Plate 4