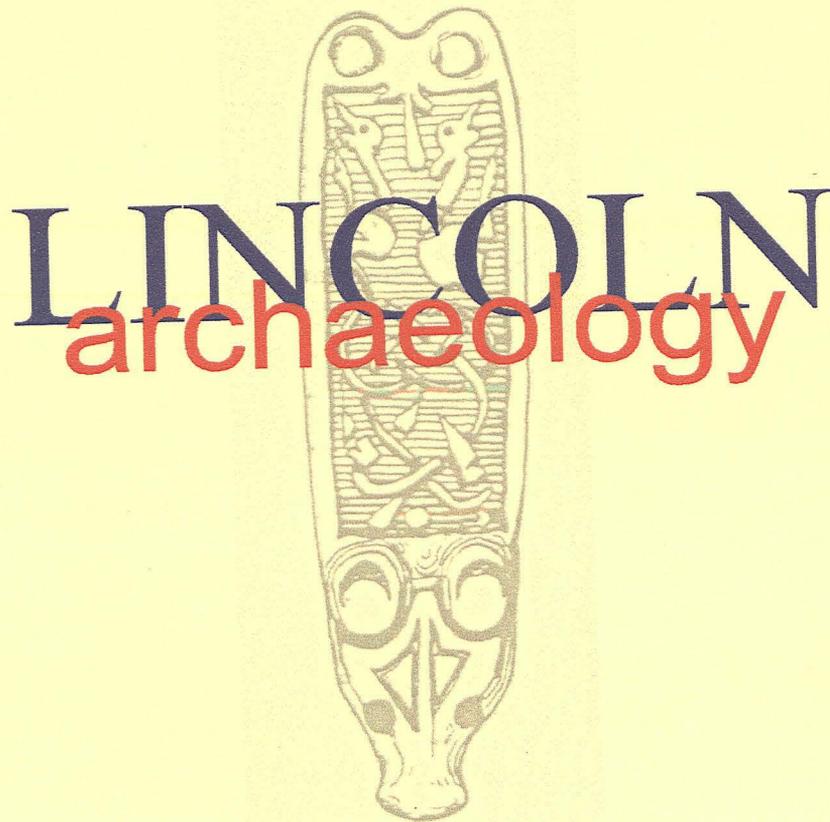


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# A Report to Taylor Woodrow Construction

March 2000



## NEW FOOTBRIDGE & LIFTS, CENTRAL STATION, LINCOLN

Archaeological Watching Brief

Report No.: 416

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**NEW FOOTBRIDGE & LIFTS,  
CENTRAL STATION,  
LINCOLN**

**ARCHAEOLOGICAL WATCHING BRIEF**

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**NEW FOOTBRIDGE & LIFTS,  
CENTRAL STATION,  
LINCOLN**

**ARCHAEOLOGICAL WATCHING BRIEF**

**NON-TECHNICAL SUMMARY**

*During December 1999, the City of Lincoln Archaeology Unit carried out a watching brief at Central Station, Lincoln, on behalf of Taylor Woodrow Construction, in response to a condition of planning consent during the excavation of trenches intended for the erection of a new footbridge at Lincoln Central Railway Station.*

*The excavation of the trenches revealed no interpretable archaeological deposits. For the most part the groundwork for the lift pit and bridge supports was contained within material associated with the construction of the railway. Deposits present at the very base of the trench, although undated, were thought to be late-post medieval in date.*

# NEW FOOTBRIDGE & LIFTS, CENTRAL STATION, LINCOLN

## ARCHAEOLOGICAL WATCHING BRIEF

### 1.0 INTRODUCTION

During December 1999, a representative from the City of Lincoln Archaeology Unit (CLAU) carried out a watching brief at Central Station, Lincoln, on behalf of Taylor Woodrow Construction (the client). The watching brief was commissioned by the client, in response to a condition of planning consent (Planning Application No. 99/317/F). The archaeological watching brief was carried out during the excavation of trenches intended for the erection of a new footbridge linking the main station building to the platforms (Nos 4 & 5) adjacent to those on the south side of the principal track. National Grid Reference: SK 97607 70861.

### 2.0 ARCHAEOLOGICAL & HISTORICAL BACKGROUND

The Central Station lies in the suburb of 'Wigford', to the east of the High Street, on the southern side of St. Mary's Street. The footbridge, like its predecessor, lay towards the eastern end of the station buildings. The suburb of Wigford lies in the glacial gap to the south and the east of the River Witham as it flows through the city. Underlying geology consists of quaternary deposits overlying Jurassic clay.

The area contained within the footprint of Central Station has, for the most part, never been subjected to archaeological study. For the most part our limited knowledge of the area has been compiled through chance observations (described as ON numbers in this report) made during small-scale groundworks and building alterations.

The case for any substantial pre-historic settlement in Lincoln remains unproven. However, traces of 1<sup>st</sup> Century BC activity have been identified through the remains of timber structures and pottery of Late Iron Age or early Roman date recovered during excavations at the former site of 181-3 High Street (hg72), approximately 150m to the west of the Central Station.

Within a decade or so of the Roman invasion of AD 43, a hilltop fortress was established by Legio IX Hispana. Some evidence of early activity (early tombstones and cremations) has been discovered in the southern suburb of Wigford on Monson Street (m82 - 400m to the south of the site). Although the focus of settlement at this time was the fortress, a large area to its south would have been required for grazing, industrial activities for provisioning the military, and probably a small civil settlement.

In time the Roman frontier moved further north and the fortress was abandoned; Lincoln then gained 'Colonia' status in the late 1<sup>st</sup> century and major public building works had begun by the beginning of the 2<sup>nd</sup> century. Outside the walled Colonia, to the south, reclamation of the marshy ground alongside Ermine Street, the main north-south Roman road through the city, enabled the development of the suburb, with commercial properties fronting the street from the late 2<sup>nd</sup> century onwards (Central Station was built on this reclaimed marshy ground). Urban life in Roman Wigford came to an end in the late or very late 4<sup>th</sup> century.

The Sincil Dyke, a watercourse thought to have been constructed during the Roman period, originally ran north-south close to, or beneath, the area occupied by the station footbridge. The first documentary references to the dyke are made in the 13<sup>th</sup> century. It was referred to as the "Old Eye", the "Kings Dyke" and the "Silver Dyke" during the 14<sup>th</sup> century.

The excavation of a sewer trench during 1877-8 on the High street, opposite St. Mary's Church, revealed natural tidal sands approximately 4m below ground level. The Roman road was also observed and was described as made of "concrete 2 feet thick".

Town life was reduced to a small community between the 5<sup>th</sup>-8<sup>th</sup> centuries. Following the Viking take-over of Lindsey in 874, Lincoln became a centre for a Viking army and, subsequently a Viking Town. Evidence for increasing urbanisation in the 10<sup>th</sup> and 11<sup>th</sup> centuries has emerged from all parts of the former Roman settlement. Resettlement of Wigford probably began at some time during the early 10<sup>th</sup> century and has been continuous ever since.

The main post-Conquest change to be noted archaeologically is the introduction of stone buildings that commenced in the late 12<sup>th</sup> or early 13<sup>th</sup> century. Central Station lies immediately to the east of the medieval church dedicated to St. Mary le Wigford (built during the 13<sup>th</sup> century), and was one of a dozen or so churches in the medieval suburb of Wigford. A Watching Brief carried out during works on the site of the church hall in 1992 revealed evidence for previously disturbed burials (mlw92).

The 14<sup>th</sup> to 17<sup>th</sup> centuries saw a period of decay in the city with some abandonment of previously occupied areas. Recovery occurred during the 18<sup>th</sup> century when the Brayford Pool was developed as an inland port with substantial wharves and warehouses attesting to the rapid growth in the city's fortunes.

Central Station (formerly the Great Northern Station), Lincoln's second, was opened by the Great Northern Railway in 1848. The Sincil Dyke, where it crossed the intended site for the station, was infilled and subsequently repositioned. A small trench excavated during 1990, near to the now dismantled Oxford Street footbridge (at the High Street level crossing), revealed no archaeological deposits or features pre-dating the railway (ON275).

### 3.0 AIMS & METHODOLOGY

The aims of the watching brief were:

- A. to produce an archive record of deposits and remains generally within the constraints of the groundwork contractors' working methods and programme as related to the project design, with due regard to current Health and Safety legislation.
- B. to produce a report on the archaeological importance of the discoveries.
- C. to produce a project archive from which the potential for further study and academic research could be assessed.
- D. to provide information for accession to the County Sites and Monuments Record (SMR) and the Lincoln Urban Archaeological Database (UAD).



Plate I: General view of the trench located on the southern platform (looking east). Note the many platform-supporting walls and, in the centre of the picture, the four squared pads which supported the original footbridge.

Prior to the commencement of the enabling works, the existing footbridge was dismantled and a temporary footbridge erected further west. Enabling works entailed the excavation, by hand and mini-excavator, of two trenches (one on the north & south platforms) to accommodate the new footbridge and its associated lift.

#### 4.0 ANALYSIS & CONCLUSIONS

The earliest deposit encountered during the recording of the trenches was an extensive dump of firm, mid-dark brown sandy/clay soil (c. 1.2m below the level of the station's platforms). Deposits and features sealing this deposit were associated with the station platforms and their subsequent alterations & repairs. A network of brick walls was recorded supporting the station platform. The area between these walls was noted to be partly infilled with various deposits of stone, clinker and other building debris. Several re-surfacing events to the station platform were also noted, as were various ducting pipes. No further features were found.

In conclusion, the excavation of the trenches by the site contractor revealed no interpretable archaeological deposits. For the most part the excavation for the lift pit and bridge supports was contained within material associated with the construction of the railway. Deposits present at the very base of the trench, although undated, are considered to be late-post medieval in date.

#### 5.0 ACKNOWLEDGEMENTS

The City of Lincoln Archaeological Unit would like to thank Taylor Woodrow Construction for funding the watching brief and post-fieldwork analysis.

##### Project Team CLAU

Michael Jarvis     Project Officer (Field & Post-excavation)  
John Hockley     Project Manager  
Mick Jones        Editor

#### 6.0 BIBLIOGRAPHY

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#### NOTE

*The information in this document is presented with the proviso that further data may yet emerge. The Unit, its members and employees cannot, therefore, be held responsible for any loss, delay or damage, material or otherwise, arising out of this report. The document has been prepared in accordance with the terms of the Unit's Articles of Association, the Code of Conduct of the Institute of Field Archaeologists, and The Management of Archaeological Projects 2 (English Heritage, 1991).*

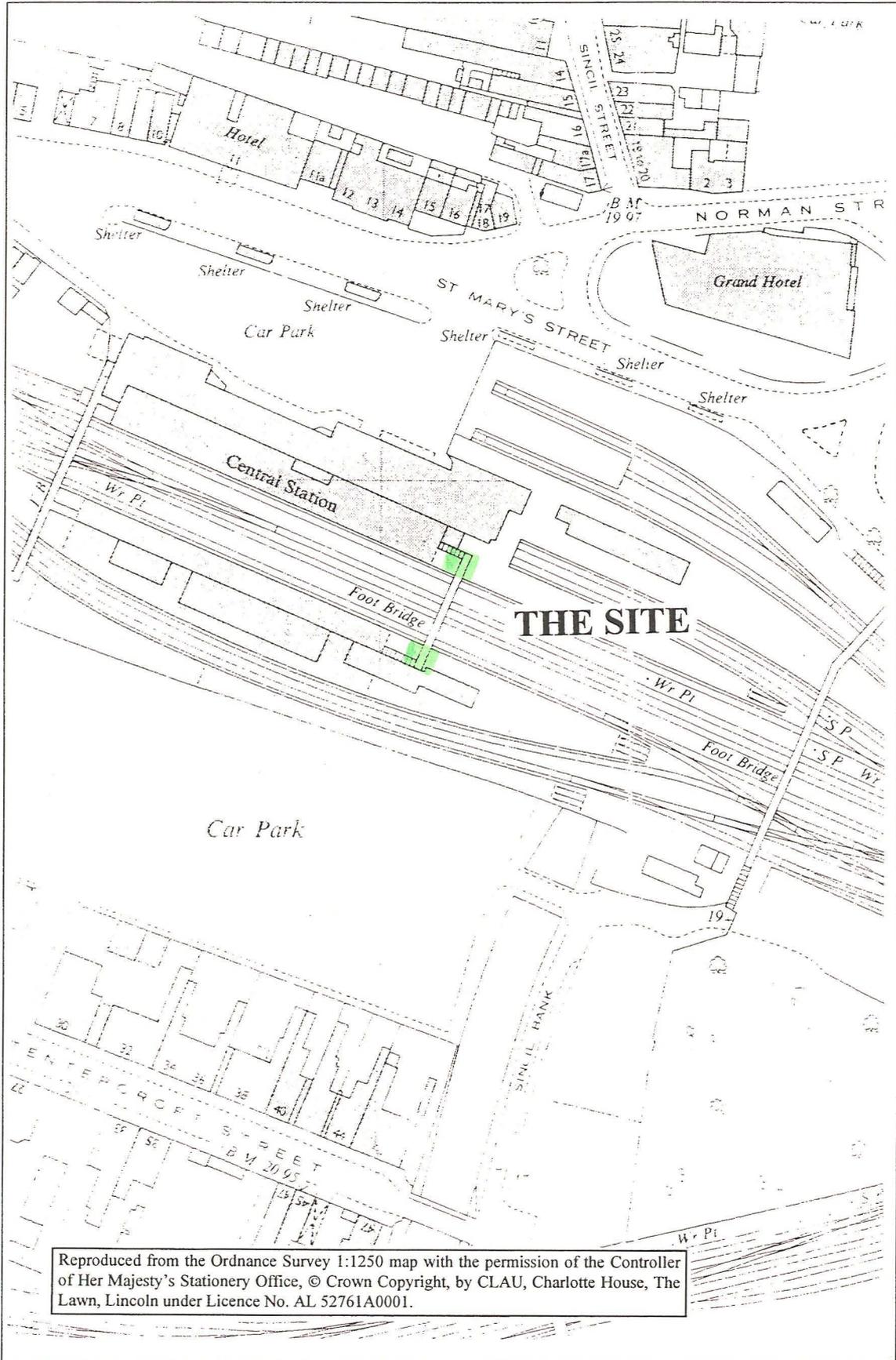


Fig. 1: Site location plan.

**NEW FOOTBRIDGE & LIFTS,  
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LINCOLN**

**ARCHAEOLOGICAL WATCHING BRIEF**

**APPENDIX 1: LHA NOTE & ARCHIVE DETAILS**

**LHA NOTE DETAILS**

CLAU CODE: ZC99

CLAU REPORT No.: 416

PLANNING APPLICATION No.: 99/317/F

FIELD OFFICER: Michael Jarvis

NGR: SK 97607 70861

CIVIL PARISH: Wigford

SMR No.: N/A

DATE OF INTERVENTION: 08/12/99

TYPE OF INTERVENTION: Archaeological Watching Brief

UNDERTAKEN FOR: Taylor Woodrow Construction

**ARCHIVE DETAILS**

PRESENT LOCATION: City of Lincoln Archaeology Unit, Charlotte House, The Lawn, Union Road,  
Lincoln, LN1 3BL.

FINAL LOCATION: The City and County Museum, Friars Lane, Lincoln.

MUSEUM ACCESSION No.: 306.99

ACCESSION DATE: -