



LINDSEY ARCHAEOLOGICAL SERVICES

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Holmes Wharf, Carholme Road, Lincoln

An Archaeological Evaluation

NGR: SK 96917 71372
Planning Application: N/A
Site Code: LHWC 04
LCNCC Accn No.: 2004.114

Report for

O'Connell Architects
on behalf of
Watkin Jones Group

By

David Britchfield
&
Ian Rowlandson

LAS Report No. 726
February 2004

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N.B.
'route of Fosse dyke'
not shown on
1820 or 1835 maps in
Historic Town Plans of
Lincoln book.

Conservation
Services
10 FEB 2004
Highways & Planning
Directorate

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Holmes Wharf, Carholme Road, Lincoln Archaeological Evaluation

NGR: SK 96917 71372

Planning Application: N/A

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Summary

In January 2004, Lindsey Archaeological Services carried out an archaeological evaluation at Holmes Wharf, Carholme Road, Lincoln. The evaluation revealed the presence of residual medieval material, within the deposits found in Trench 1, with no layers encountered being positively dated earlier than 17th-19th centuries. Natural sand was reached at 1.04m below the existing ground surface (c.4.50m AOD) in Trench 1, while to the west, deposits within Trench 2 all post-dated the 18th century (to a depth of 1.25m below existing ground level, 2.74m AOD). It is probable that any construction work exceeding these levels may penetrate archaeological horizons on this part of the site. Preparation of the report identified the likely presence of a 16th century course of the Fosssdyke, filled in during the 19th century, which crossed the western half of the site. This was not identified by any of the geotechnical investigations or the evaluation trenching.

The potential impact of development on archaeological remains is considered to be low if foundations do not exceed a depth of 1.20m below existing ground level, except perhaps in the area of the projected line of the Fosssdyke. Foundation design may need to take into account the presence of the filled in watercourse.

Introduction

Lindsey Archaeological Services was commissioned by O'Connell Architects on behalf of Watkin Jones Group to undertake an archaeological evaluation at the above site. The work was carried out in accordance with conditions set out in brief issued by Lincoln City Council (dated 15th December, 2003), as well as general requirements set out in *Lincolnshire Archaeological Handbook* published by the Archaeology Section, Lincolnshire County Council (1998).

Site Location and Description

The site is located east of properties on the east side of Foss Street, on the west side of Holmes Road and south of Carholme Road. It is currently occupied by a group of 20th century buildings and the site of a demolished 19th century maltings (Fig. 1).

Planning Background

A planning application for the construction of four residential blocks of 3,4,7 and 10 storeys for student accommodation was withdrawn in October 2002. It is now intended to submit a new application in conjunction with the results of the proposed archaeological evaluation.

Archaeological Background

The site is located near the banks of the modern Fosdyke Navigation immediately west of the Brayford Pool and south-west of the Roman and medieval core of the city. However, Carholme Road was a medieval thoroughfare and medieval suburbs are known to have developed in this part of the city.

The course of the River Till lies to the south of the Fosdyke which silted up in the medieval period when various attempts were made to reopen it (Stocker et al. 2003, 323). At the end of the 16th century a channel was cut through the proposed development site and a wharf was constructed at the junction of the Fosdyke and Brayford Pool just east of the proposed development site. This is shown on a map of the area dated 1829 but by the time that Padley's map of 1851 was published the channel had been filled in, perhaps when the site was developed as a maltings. (LCL 372, Fig. 2). A footpath shown crossing the dyke on this map was approximately in the position of the modern Holmes Road.

More recently the site contained buildings belonging to Dawber's Brewery from the 1840s-1890s including the former stables, hop store and granary. The site was last occupied by the Carholme Motor Centre and Divan Centre until destroyed by fire in 1999. There is a brick building in the south east part of the site which may have been part of the soft drinks bottling company and another small building in the south-east corner may have been a store or stable.

The evaluation was requested in order to establish the possible presence of Roman quays and evidence for medieval occupation on the Carholme Road frontage.

Aims and Objectives

The purpose of the evaluation was to

- Establish the presence or absence, and extent of archaeological remains and their location within the development area
- Gather sufficient information to enable an assessment of the potential significance of any archaeological remains to be made and the impact which development will have upon them.
- Enable an informed decision to be made regarding the future treatment of any archaeological remains and consider any appropriate mitigatory measures either in advance of and/or during development, which may include further excavation.
- Provide information for accession to the County Sites and Monuments Record (SMR) and the Lincoln Urban Archaeological Database.

Method

Two evaluation trenches measuring 5m by 2m were investigated on 26th– 27th January 2004 (Fig. 2). Initially a concrete breaker was used to remove the surface layers in trench 2, following which a toothless ditching bucket was used to remove the overburden to the top of the first recognisable

archaeological horizon. All machine excavation was supervised by an experienced archaeologist.

Trench 1 was located east of the former loading bay building, during the excavation of the trench services were encountered and the trench size and location were adjusted accordingly. The location of Trench 2 was moved slightly to the east to avoid a water pipe and hit a modern brick wall and foundation.

The trenches were hand-cleaned to reveal any possible features in plan, following which carefully selected cross-sections through potential features would have been excavated to enable sufficient information about form, development date and stratigraphic relationships to be recorded without prejudice to more extensive investigations should these prove to be necessary. A full photographic record was compiled during the progress of the excavation.

Project Constraints

Health and safety concerns due to the instability of the ground in Trench 2 impeded the production of the photographic record (see Pls. 5-7).

Results

Trench 1 (Figs 2, 3, 4, 5; Pls 1-4)

A cobbled yard surface (100) comprising a single layer of granite cube sets (c. 0.10-0.12m³), overlay a bedding layer of dirty orange brown sand and gravel (101), 0.11m thick. Beneath (101) was a compacted layer of brick and tile rubble fragments (102), to a depth of approximately 0.35m below the existing ground level. A metal service pipe was found beneath the granite sets (100) within (101) and (102) running from east to west (103).

(102) sealed an 18th-19th century garden soil, dark grey brown slightly sandy gritty silt with flecks of mortar (106). A thin lens of rusty orange to light grey sandy silt with iron panning and flecks of charcoal (110) lay below (106). Beneath (106) and (110) a layer of light grey sandy silt with small fragments of ceramic building materials (111) was evident to a depth of 0.67m below the existing ground level.

Beneath (111) was a thin (0.06m) lens of compacted crushed coal fragments (112) which lay above a build up layer of mid grey slightly sandy silt containing frequent flecks of small coal and charcoal, mortar and ceramic building materials and occasional limestone pebbles and flecks of shell (113). Sealed by (111) and (113) was a demolition deposit (114) of light-mid grey sandy mortar and dark grey silt with compacted small limestone clasts (<0.08m) and brick and tile rubble with mortar lumps which tapered from a thickness of 0.10m at the east end of the trench to 0.01m to the west.

Beneath (106) and cutting (111) and (114) was a service trench [107] running north-south containing a lead pipe with a diameter of 0.02m (108) and a dark grey brown slightly sandy silt backfill (109).

To the north end of the trench underlying (113) was a firm mid grey sandy silt with occasional flecks of ceramic building materials, angular limestone pebbles and sub rounded river pebbles (119) which merged with light-med grey sandy silt beneath (120) with less stone inclusions than the preceding layer. Both (119) and (120) sloped gradually to the south.

To the south end of the trench, underlying (114) a general build up layer (122) comprising of mid brown grey sandy silt with frequent flecks of mortar, moderate quantities of charcoal flecks and occasional small fragments of coal, ceramic building materials, angular limestone pebbles and sub rounded river pebbles.

Underlying (122) to the north east end of the trench a deposit of demolition material (124) comprised yellow-light grey mortar lumps, angular limestone pebbles and cobbles, small brick and tile fragments and lumps of ferrous slag within a light grey sandy silt. Beneath (122) to the north west end of the trench was a layer (123) of very light grey silt sand with occasional flecks of mortar, small fragments of limestone and flecks of iron panning and charcoal.

Below (122), (123) and (124) was a possible occupation layer (125) of mid-dark grey silt sand with frequent flecks of charcoal, ceramic building materials, limestone angular pebbles and small sub rounded river pebbles.

An irregular pit (115) was visible in section underlying (113) and cutting (119), (120), (121), (122), (123) and (128). The pit [115] contained (116), a light to mid grey sandy silt with frequent iron panning small limestone pebbles and occasional fragments of brick and tile and charcoal. The relationship between (116) and the overlying layer (113) was unclear.

Trench 2 (Figs 2,6,7,8; Pls. 5-7)

From the outset it was clear that modern truncation had occurred within this area, adjacent to the street frontage. Removal of the tarmac surface (100) and underlying hardcore (101) revealed an iron water pipe, which was exposed by hand. As a result the trench was off-set to the east.

A modern wall (202) was revealed along with the foundation cut [223], a series of 'make-up layers' (207, 208 & 213), and the sand bedding (205) for a cobbled surface (204) contemporary with the former building. This was the west wall of a modern building shown along the Carholme Road frontage on the 1968 Ordnance Survey 1:2500 map.

In addition, a service trench [211] containing a 4" salt glazed pipe (212), was removed at a depth of c.0.5m. Both of these modern features had truncated a layer of mid grey sandy clay (210) that contained occasional pebbles, charcoal fleck and late building material that appeared to represent a

former land surface. This deposit lay directly above slightly grey, dark brown silty clay (214 & 215), that sealed a thin lense of green grey silty clay (216) within the northern extent of the trench, very dark brown (almost black) clay silt (217), which may represent a late surface layer, and a similar near black sand silt (219). Directly underlying all three of these layers, at a level slightly exceeding the maximum depth of excavation was (218) a wet mid greenish brown slightly silty clay that contained frequent inclusions of demolition material, charcoal, stones and chalk, along with 18th and 19th century pottery. The above layers were recognised in all four section of the trench, with the exception of the north western corner, which had been truncated by a modern pit [221] containing brick fragments and plastic among other building waste products.

Monitoring

Backfilling was undertaken after approval from Lincoln City Council.

Discussion

The evaluation revealed a build up of modern and post medieval layers to a depth of 1.20m below current ground level in both trenches Residual medieval material was encountered but no layers could be dated earlier than 17th-19th centuries.

Trench 1 revealed natural sand deposits at a depth of 1.04m below the existing ground surface. It is possible that this represents the sand ridge which has been identified during evaluations on the north side of the Brayford Pool to the east of the Holmes Wharf site.

Trench 2 has established that even at a depth of 1.20m below the existing ground level the archaeological deposits are only 18-19th century in date. Medieval remains may still survive at a lower level.

It is unfortunate that the possible presence of the 16th century channel of the Fosdyke within the proposed development site was not flagged up before the evaluation as its projected route probably lies just south of Trench 2. It was not picked up by the geotechnical survey (Nicholls & Baxter 2002) as the positions of the bore holes and test pits did not cross the projected path of the dyke. The channel is shown as a dyke c. 4.5m in width on the 1829 survey (LCL 372). Its course followed the northern site boundary north-east of the loading bay, but the survey did not extend over the western part of the site. However, it is thought to have rejoined the modern Fosdyke Navigation channel at the intersection of modern Harvey Street and Foss Bank (Dr Alan Vince *pers.comm.*) This projected line is shown as a dashed line on Fig 2. Its presence may have implications for foundation design on this part of the site.

Conclusion

In conclusion, little by way of archaeological remains were encountered during the evaluation. There may be medieval deposits present on the Carholme Road frontage but at a depth greater than 1.20m below existing ground level. Foundation design is not yet confirmed but standard strip foundations less

than 1.20m deep will have minimal impact on archaeological remains except perhaps where they cross the late 16th century course of the Fosdyke. If a piling solution is proposed then the overall impact would be well below 5% of the total footprint maximum limit recommended by English Heritage. It is unlikely that the ground beam excavations would penetrate sensitive archaeological deposits, except Deeper drainage trenches may penetrate medieval horizons near the Carholme Road street frontage.

Acknowledgements

The evaluation was carried out by David Britchfield, assisted by Wayne Livesey on site and written by Ian Rowlandson. Illustrations were produced by the authors. Ian Rowlandson would like to thank Naomi Field, Geoff Tann and Dr Alan Vince for their knowledge and assistance. Internal monitoring and editing of this report was carried out by Naomi Field (LAS). LAS would like to thank O'Connell Architects for commissioning the project and Mick Jones (Department of Planning, City of Lincoln) for his advice and assistance.

David Britchfield & Ian Rowlandson
Lindsey Archaeological Services

January 2003⁴

References

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LCL 372 Kley J.S, 1829, *Plan of a piece of Waste Land situated near Mr Heyworth's Wharf in the City of Lincoln with the adjoining Lands & Survey'd Jan 2nd 1829*, Lincoln Central Library.

Nicholls & Baxter 2002, *Holmes Wharf, Lincoln*, Project No. 2564

Stocker, D. ed., 2003 *The City by the Pool: Assessing the Archaeology of the City of Lincoln*, Oxbow, Oxford

Contents of Site Archive

Correspondence:

Photographs: 21 colour prints, LAS film nos. 04/18, including those used in this report

Photocopies of Ordnance Survey and other maps:

Drawings: Two A3 permatrace site drawings, including 2 plans and 5 profiles

Finds: Pottery: post-medieval, and medieval

Context Register including: Context Register (2), Drawings Register (1), Photographic Register (1) and Context Sheets (55)

APPENDIX 1

APPENDIX 1

Holmes Wharf, Carholme Road, Lincoln (LHWC 04)
Context Summary

Context No.	Type	Description	Interpretation/Date
100	Layer	Modern granite sets constructed yard surface c. 0.12 x 0.10m	Modern surface
101	Layer	Dirty orange brown sand and gravel	Bedding surface
102	Layer	Compacted brick and tile rubble fragments with occasional small sub rounded pebbles and limestone pebbles	Bedding surface
103	Fill	Metal service pipe within [105], diameter 0.07m	Modern
104	Fill	Dark grey sand and gravel	Modern
105	Cut	Service trench containing (103) & (105)	Modern
106	Layer	Bark grey brown sand silt. Frequent flecks of charcoal mortar and lime Occasional small coal fragments (<0.02m), limestone pebbles and cobbles. Occasional mortar of pebble size.	Post med build up
107	Cut	Service trench running N-S. Contains (108) & (109)	Modern
108	Layer	Lead pipe contained by [107], diameter 0.02m	Modern
109	Layer	Fill of service trench [107] Dark grey brown sand silt with frequent limestone pebbles and brick rubble.	Modern
110	Layer	Orange- light grey crunch iron panning and charcoal flecks in sand silt	
111	Layer	Light grey sand silt with frequent iron panning flecks, moderate amounts of small fragments of ceramic building materials. Occasional small shell fragments and sub rounded pebbles	
112	Layer	Coal fragments and crushed coal with slight iron panning	
113	Layer	Mid grey sand silt with frequent charcoal flecks, small coal fragments and flecks of mortar and ceramic building material. Occasional small limestone pebbles, fragments of shell and small sub rounded river pebbles	
114	Layer	Light- mid grey mortar rich sand silt with small limestone cobbles, brick and tile rubble	Demolition or rough floor layer
115	Cut	Robber	
116	Fill	Fill of 115	
117	Cut	Robber, possibly the same as 115	
118	Fill	Fill of 117	
119	Lay/deposit	Mid grey sandy gritty silt	Late 18 th -19 th century
120	Lay/deposit	Light-mid grey sandy gritty silt	
121	Layer	Mid brownish grey silty gritty sand	
122	Layer	Brownish mid grey sandy gritty silt	
123	Layer	Very light grey gritty silt/sand	
124	Deposit	Yellow light grey mortar with light grey sandy gritty silt	
125	Layer	Mid-dark grey silty gritty sand	

Context No.	Type	Description	Interpretation/Date
126	Surface	Limestone, brick and tile fragments	
127	Layer	Off-white-yellowish mortar	Surface make-up 17 th – 19 th century
128	Layer	Dark brown grey sandy gritty silt	
129	Layer	Pale orange/brownish orange fine sand. Displayed three recognisable degrees of mottling A, B & C (see text)	Flood deposits
130	Layer	Firm dark orange sand	
200	Layer	Tarmac	Modern
201	Layer	Crushed limestone hardcore	Levelling layer for tarmac
202	Layer	Masonry	Modern street front building
203	Layer	Dark brown silt clay with frequent rounded and sub angular limestone hardcore, brick and tile fragments and pebbles	Levelling prior to tarmac construction
204	Layer	Surface of Granite sets c. 0.12 x 0.10m contemporary with brick wall (202)	Modern
205	Layer	Mid orange brown sand and gravel occasional rubble	Bedding for cobbled surface
206	Layer	Mid grey brown with dark brown mottling sand silt with occasional charcoal flecks and rounded stones	Modern
207	Layer	Mid brown grey silt sand with moderate quantities of pebbles, occasional chalk and mortar fragments	Modern levelling
208	Layer	Lens of silty mortar buff yellow with mid brown mottling with moderate amounts of charcoal flecks and occasional fragments of ceramic building materials	Levelling prior to wall construction
209	Layer	Backfill of cut [223] Mid grey brown silt clay with occasional charcoal, mortar and ceramic building materials	Modern backfill
210	Layer	Mid grey sand clay with occasional small pebbles, charcoal flecks and ceramic building material fragments.	
211	Cut	Cut for storm drain	Modern
212	Fill	Mid brown silt clay with moderate building rubble, occasional charcoal flecks, mortar and ceramic building materials. Including 0.10m diameter ceramic storm drain	Modern
213	Layer	Dark brown with grey tinge silt clay with occasional charcoal and small stones	Surface layer

APPENDIX 2

Pottery Archive Holmes Wharf, Lincoln (LHWC 04)

Jane Young and Anne Irving

context	cname	full name	form type	sherds	vessels	weight	decoration	part	description	date
106	BERTH	Brown glazed	hollow	1	1	21		BS		18th to 19th
106	WHITE	Modern whiteware	?	2	1	6	blue banded	BS		19th to 20th
119	CREA	Creamware	bowl/dish	1	1	2	mmoulded ext dec	BS		late 18th to mid 19th
119	CREA	Creamware	plate	1	1	8	moulded feather	rim		late 18th to mid 19th
119	BERTH	Brown glazed	chamber pot ?	1	1	37		base		late 18th to 19th
122	LSW3	14th to 15th century Lincoln Glazed Ware	jug	1	1	58	thumbled basal edge	base		14th to 15th
123	STMO	Staffordshire/Bristol mottled-glazed	drinking	1	1	13		BS		18th
217	ENGS	Unspecified English Stoneware	jar/flagon	1	1	18		BS		19th to 20th
217	STSL	Staffordshire/Bristol slipware	?	1	1	7		base	poss a STMO	18th
218	BL	Black-glazed wares	large bowl	1	1	195		rim		18th to 19th
218	NOTS	Nottingham stoneware	lid	2	1	81	machine decoration	rim		18th

APPENDIX 3

Ceramic Building Material Archive LHWC04

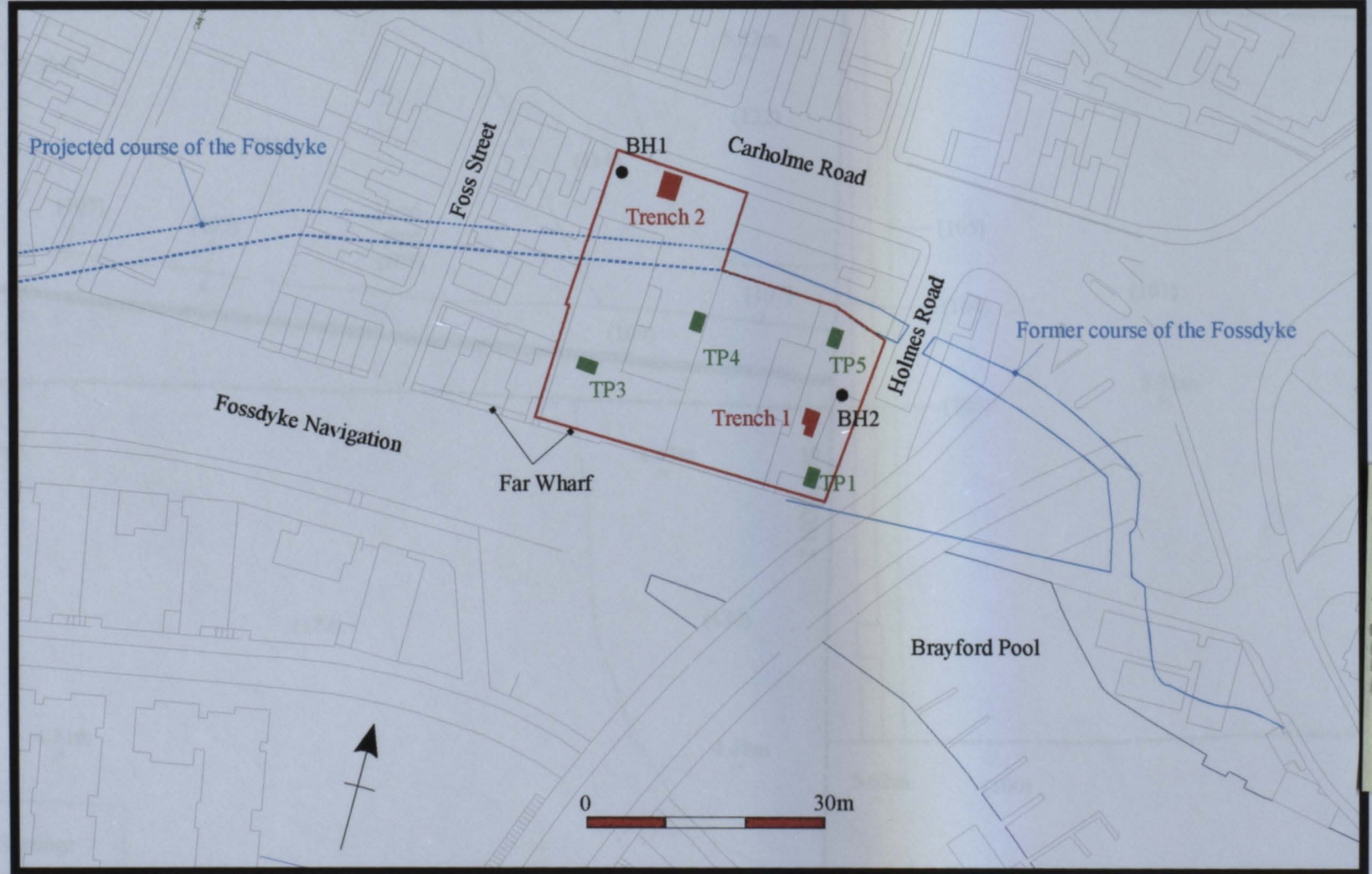
Jane Young and Anne Irving

contex	cname	full name	fabric	sub type	frags	weight	description	date
114	BRKDISC	Brick (discarded)			1	477	industrial	late 19th to 20th
114	PNRDISC	Discarded peg, nib or ridge tile			1	241	flat roofer	16th to 18th
114	PNRDISC	Discarded peg, nib or ridge tile			1	64	flat roofer	16th to 18th
116	NIB	nibbed tile		round/squ	1	102		13th
116	PNR	Peg, nib or ridge	non local hard red fabric		1	244	flat roofer;bedded on limestone/cha lk;comm large fe inclusions	13th to 15th
122	PNRDISC	Discarded peg, nib or ridge tile	1/7		4	58	medieval flat roofer	13th
126	PNRDISC	Discarded peg, nib or ridge tile	1		3	41	flat roofer,mortar	13th to 16th
127	BRKDISC	Brick (discarded)			1	245	handmade	17th to 19th
214	BRKDISC	Brick (discarded)			1	87		19th to 20th
214	PANTDISC	Pantile (discarded)			1	58		late 18th to 20th
219	PNRDISC	Discarded peg, nib or ridge tile			1	128	flat roofer	15th to 17th
220	PANT	Pantile			1	829	cut out to one corner	late 18th to 20th
220	PANTDISC	Pantile (discarded)			1	691	soot	late 18th to 20th

THE FIGURES



Fig. 1 Location of Holmes Wharf, Carholme Road, Lincoln (C based on the 2000 1:25000 Ordnance Survey Explorer map Sheet 272. © Crown Copyright, reproduced with the permission of the Controller of HMSO. LAS Licence No.AL 100002165).



N.B
 'route' of fossdyke
 not shown in
 maps in
 1820 or 1835
 Historic Town Plans of
 Lincoln book

Fig.2 Site plan, showing the location of archaeological evaluation trenches, geotechnical test pits (TP) & boreholes (BH)

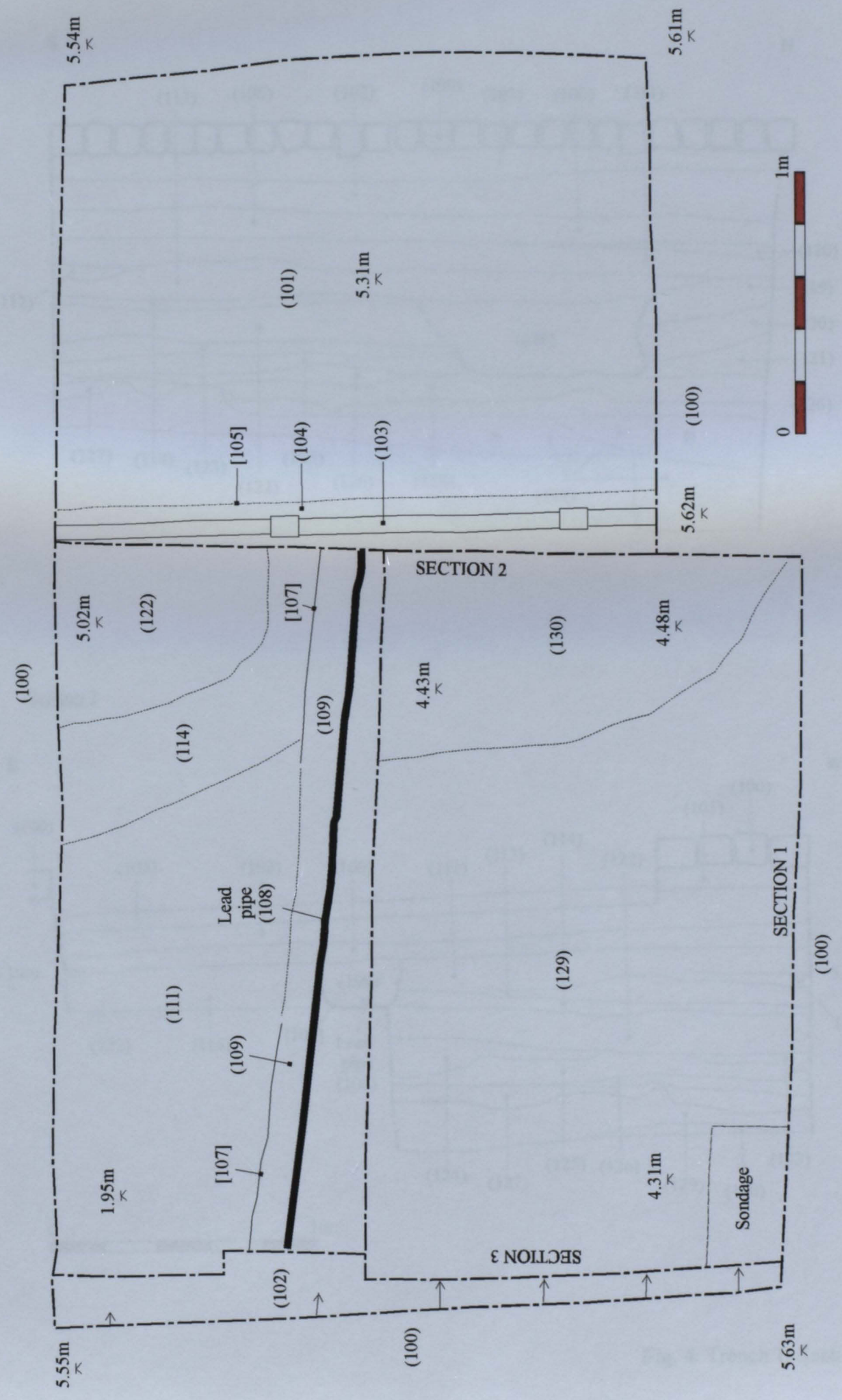


Fig. 3 Trench 1 plan

Section 3

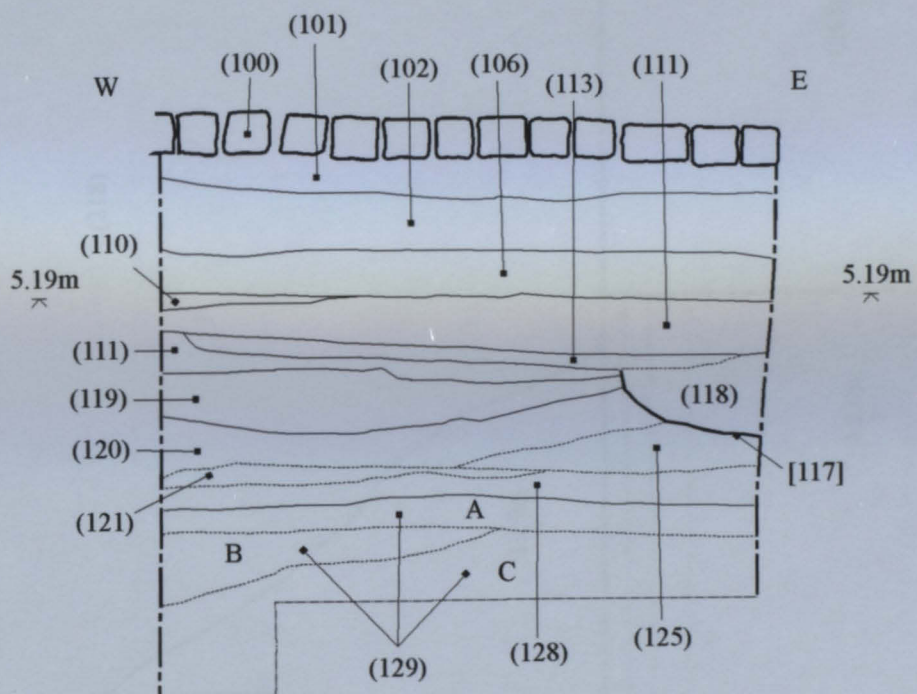


Fig. 5 Trench 1, Section 3

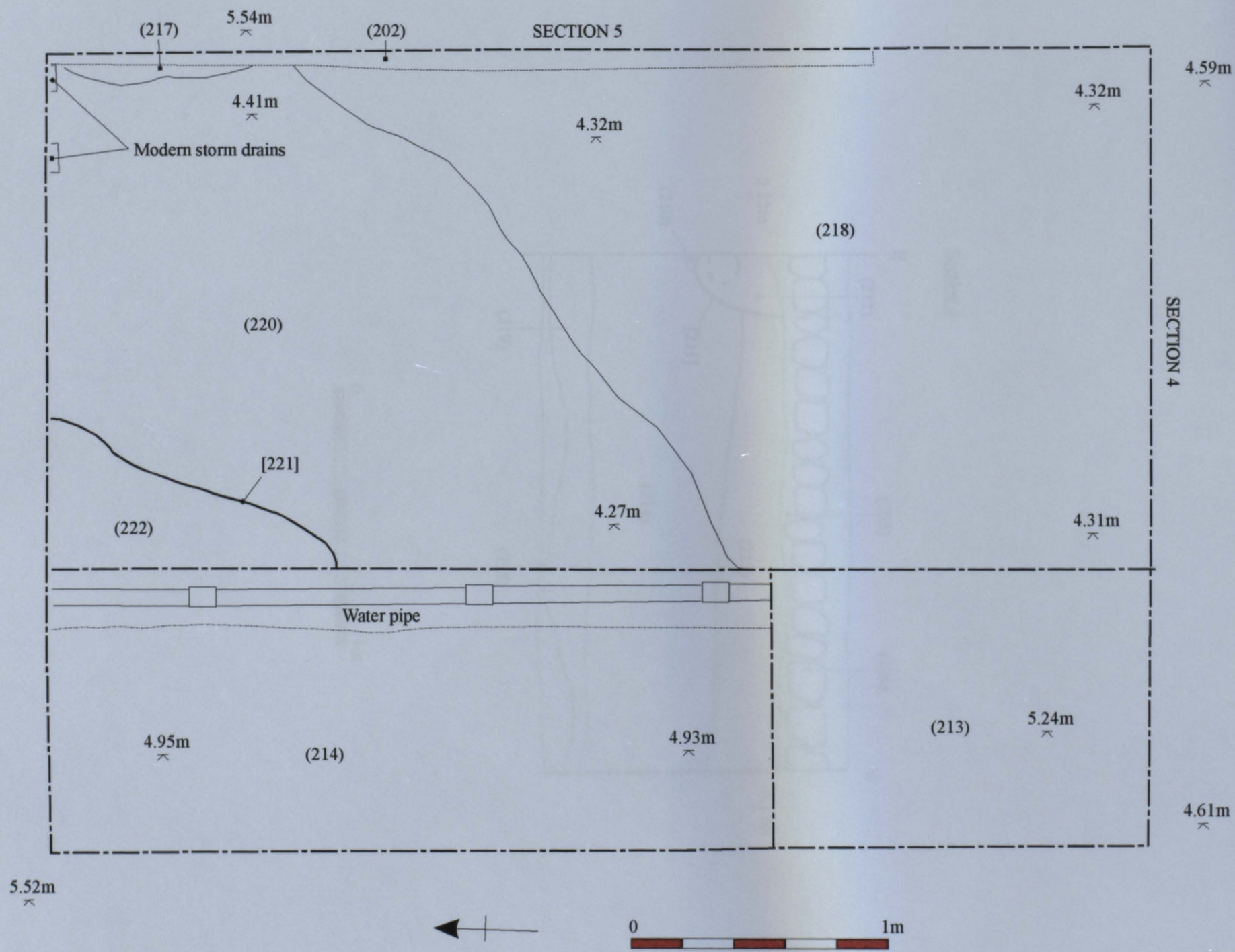


Fig. 6 Trench 2 plan

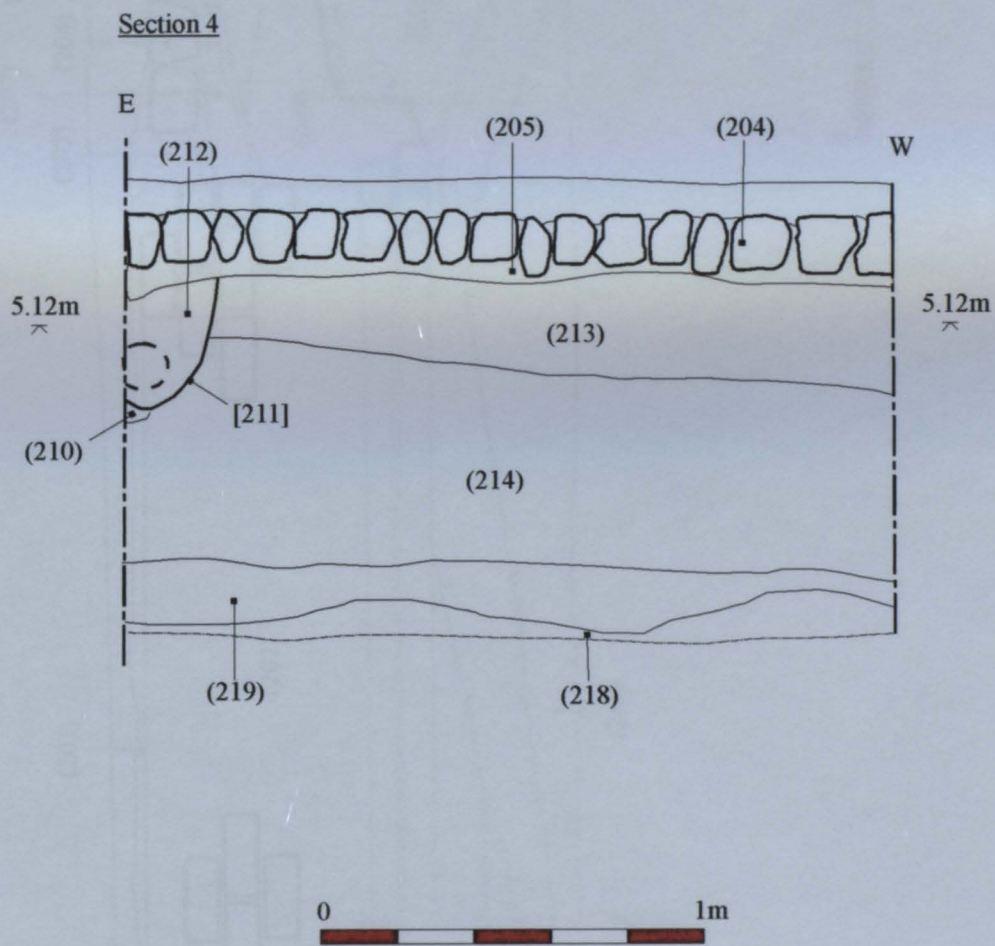


Fig. 7 Trench 2, Section 4

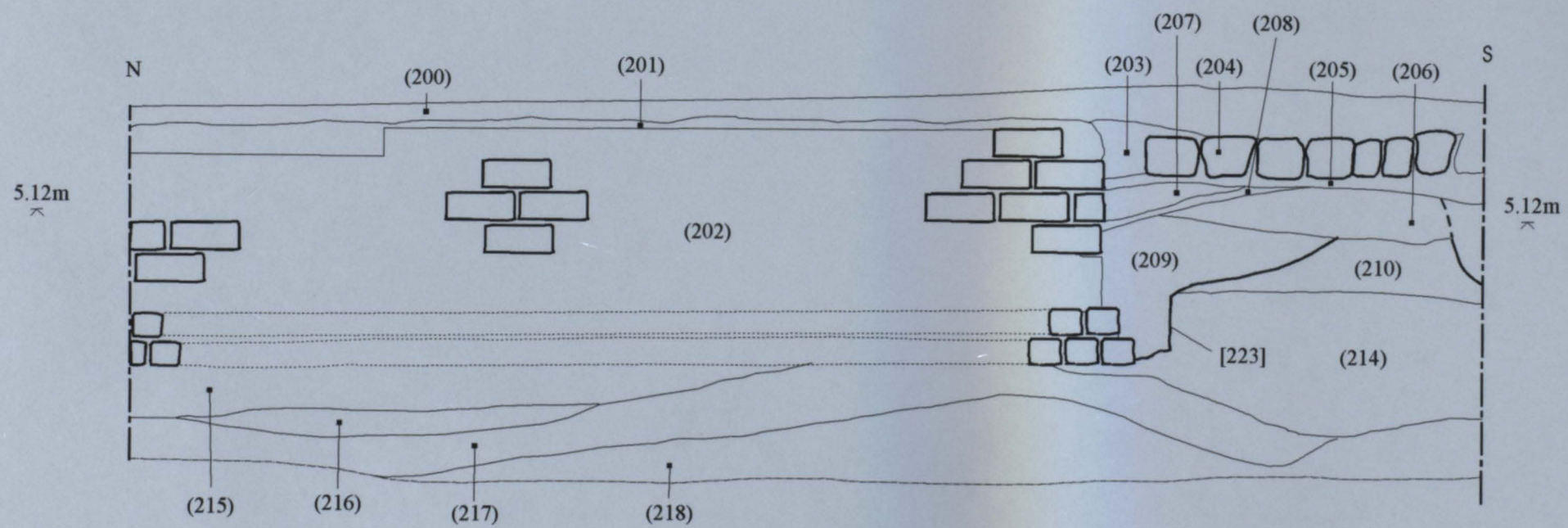


Fig. 8 Trench 2, Section 5

THE PLATES



PI.1 Trench 1 location looking south.



PI.2 Trench 1. Section 2, looking south.



Pl.3 Trench 1. Section 1, looking west.



Fig.4 Trench 1. Section 3, looking north.



Pl. 5 Trench 2 during machine excavation showing services pipe 212, looking east



Pl. 6 Trench 2 during machine excavation showing the instability of the ground, looking east



Pl.7 Trench 2, looking east at wall 202 after collapse of unstable section edge