

**LAND AT BRIDGE STREET/HICKMAN STREET,
GAINSBOROUGH, LINCOLNSHIRE**

**ARCHAEOLOGICAL
DESK-BASED ASSESSMENT**

NGR:
Planning ref.

SK 81477 89639
M05/P/0224

Report prepared for John Halton Design Ltd.
on behalf of Mr. Allan Oades

by

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Summary

- *This archaeological desk-based assessment has been prepared for John Halton Design Ltd. on behalf of Mr. Allan Oades, in respect of a proposed residential development on land at the corner of Bridge Street and Hickman Street, Gainsborough, Lincolnshire.*
- *It has been prepared in accordance with recommendations made by Lincolnshire County Council, and will form the basis for a decision making process that will seek to address the needs of the developer, while ensuring that archaeological resources are not needlessly destroyed as a result of redeveloping the site.*
- *The results of this study suggest that the archaeological potential of the site is limited, as it may not have been occupied much prior to the 18th century, where later development is liable to have disturbed any surviving archaeological deposits. However, there is a slight possibility that a medieval or earlier burial ground discovered to the north of the site extends into it.*

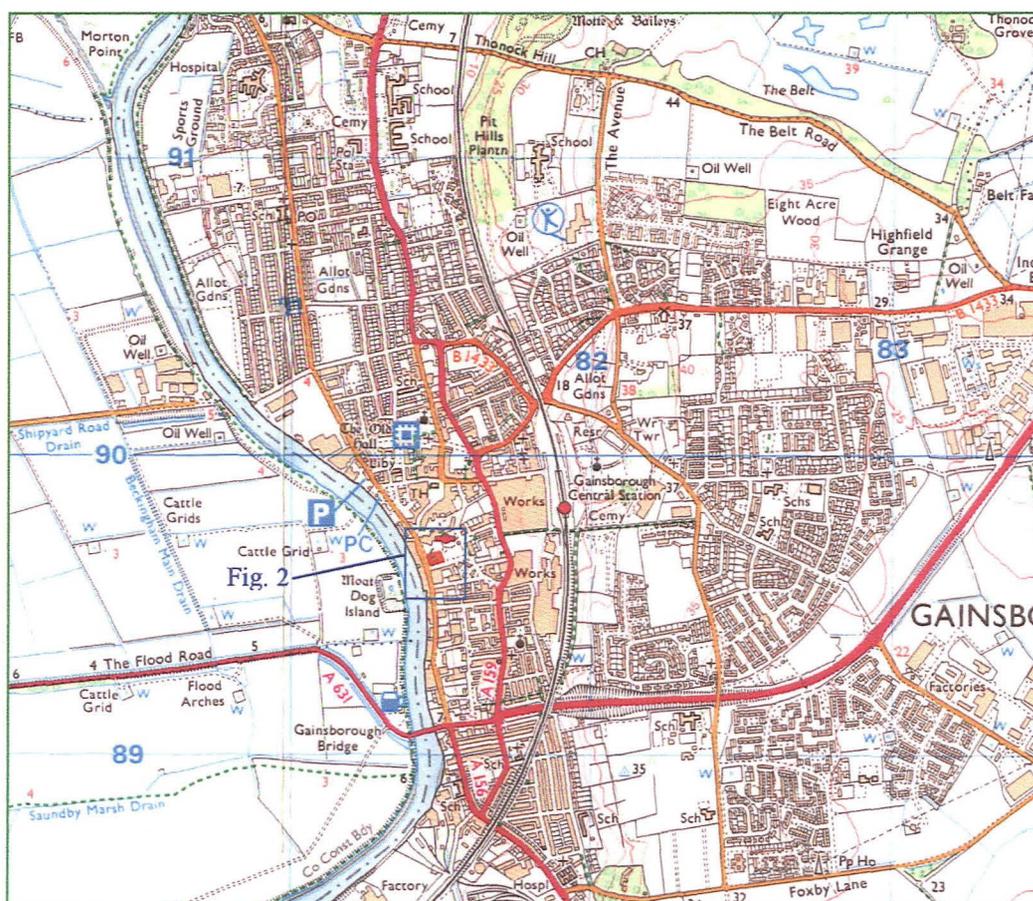


Figure 1: General location map, showing the position of the development site in red; the area shown in figure 2 is outlined in blue. Scale 1:25 000. (O.S. copyright licence no. AL 515 21 A0001)

1.0 Introduction

This desk-based assessment was commissioned by John Halton Design Ltd. on behalf of Mr. Allan Oades. Its purpose is to assess, without the use of intrusive methods, the archaeological potential of a site on land at the corner of Bridge Street and Hickman Street, Gainsborough, Lincolnshire, and the potential impact of a proposed residential development. The results of this investigation will assist West Lindsey District Council with the local heritage aspects of its planning decision, and will also inform the client of any archaeological constraints of relevance to the application.

2.0 Location and description (figs. 1 and 2)

Gainsborough is in the administrative district of West Lindsey, approximately 23km north-west of Lincoln. It lies on the eastern bank of the River Trent, which forms the boundary between Lincolnshire and Nottinghamshire: the river is bridged here, but the town does not extend on to the western bank. The historic core of Gainsborough occupies a narrow triangle of land between the river to the west and the railway line to the east.

The proposed development site lies within that core on the western edge of the town, some 30m from the present river front, on the north side of the intersection of Bridge Street and Hickman Street and directly SW of Gainsborough bus station. It comprises an irregularly shaped area of roughly 735m², currently occupied only by the concrete foundations of the previous building.

The local drift geology consists of river terrace deposits of sand and gravel, overlying solid Mercia Mudstone (British Geological Survey, 1967).

Central National Grid reference: SK 81477 89639

3.0 Objectives and methods

The purpose of this report is to assess the likelihood of the presence, and also the potential extent and significance, of archaeological remains which may be vulnerable to construction works associated with the proposed development; and, if necessary, to suggest further methods by which the site may be evaluated in advance of the works, or by which construction works can be mitigated to minimise the impact to any archaeological material.

The report is based on information derived from a variety of sources: -

The County Sites and Monuments Record for Lincolnshire

Records held by the Lincolnshire Archives Office

Records held by the Central Lincoln Local Studies Library

Information supplied by the developer

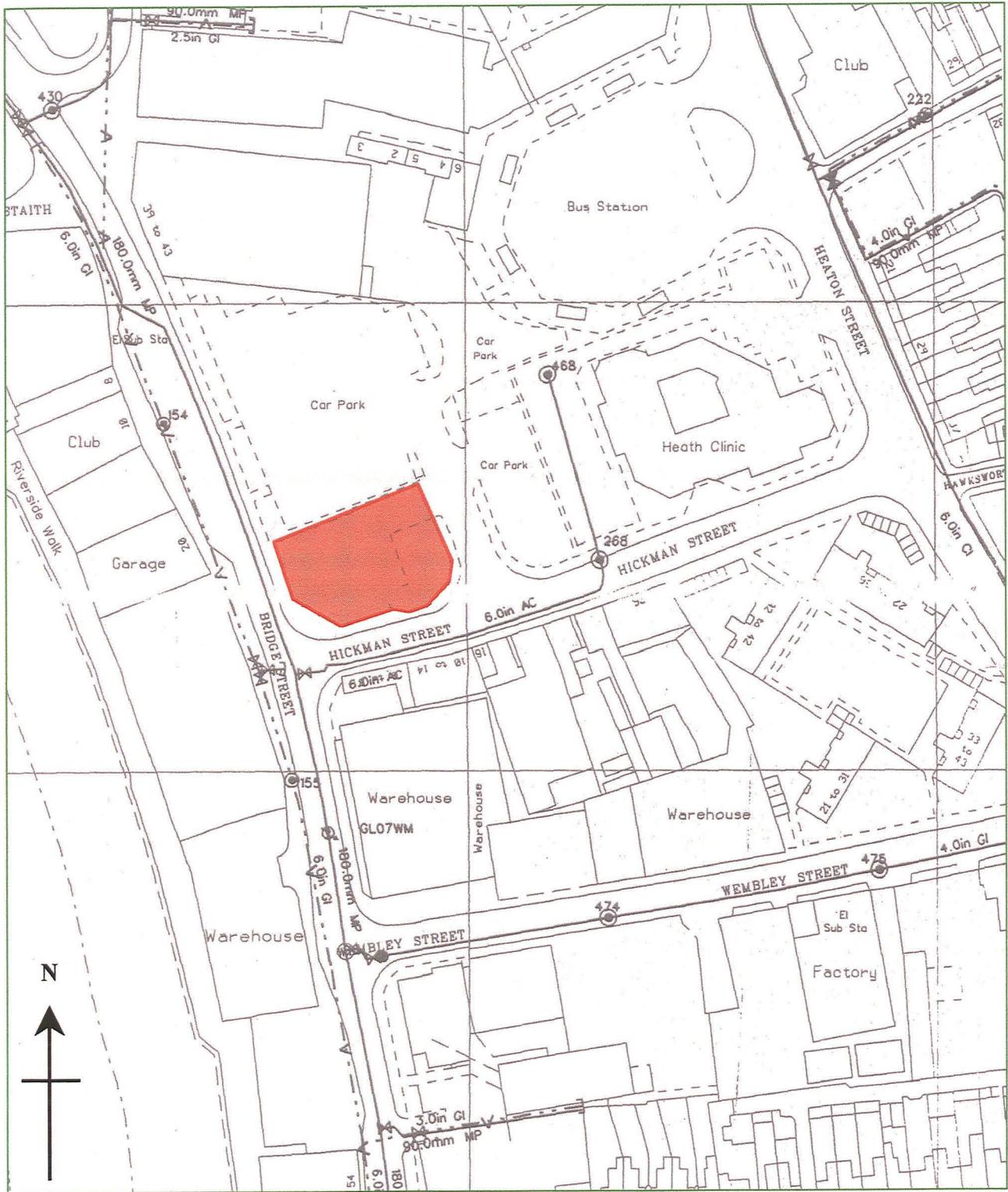


Figure 2: Location plan at a scale of 1:1250, reproduced from the development brief (John Halton Design Ltd., 2005). The development site is shown in red.

Archaeological texts and unpublished material held by Pre-Construct Archaeology (Lincoln)

A site visit by the author

4.0 Planning background

Full planning permission to erect 20 2-bedroom apartments with associated car parking facilities has been granted subject to certain conditions: this report has been commissioned to fulfil one of these conditions.

Planning application reference no. M05/P/0224

5.0 General archaeological and historical background (fig. 3)

The Lincolnshire Historic Environment Record (formerly the Sites and Monuments Record) lists no finds or sites known to be of Roman or pre-Roman date within the study area, a radius of approx. 1km around the development site, although a Romano-British settlement has been found in the Thonock area, on the higher ground to the north of Gainsborough (Allen, 2002). A find of a polished stone is recorded on farmland on the north-east side of the town, but this did not correspond with any known type of prehistoric artefact, and could not be identified or dated (HER ref. 52047). It is unlikely that this area would have attracted prehistoric or Roman settlement, as the low-lying clay soils were too heavy and wet to make appealing agricultural land: significant settlement appears to have begun in the Anglian period, around the 6th century AD, and the difficulties faced by the farmers of the time are evident in the local place-names, many of which derive from the Anglian and Scandinavian words for 'island', 'mere' and 'bog' (Beckwith, 1988).

The place-name Gainsborough derives from the Old English *burh*, 'a fortress or defended settlement', combined with the personal name *Gaegn* (Cameron, 1998). It is generally associated with an Anglian tribe known as the *Gainas*, connecting 'Gaegn's stronghold' with 'Gaegn's people': a princess of the Gainas is said to have become the wife of Alfred the Great (AD 871-899), but little more is known about them. The implication that Gainsborough was a fortified settlement from the Anglian period, possibly from its inception, is probably due to its position on the Trent, which formed the boundary between the Anglo-Saxon kingdoms of Lindsey and Mercia, making Gainsborough a frontier town (Beckwith, 1988).

The earliest written record of Gainsborough is in the Anglo-Saxon Chronicle, which records how King Swein of Denmark, after years of raids and attacks on the English coast, brought an invasion fleet via the Humber and the Trent in AD 1013, setting up his campaign base at Gainsborough and leaving it in charge of his son Cnut. Gainsborough may not have been a major settlement at this time: it is likely that its significance to Swein lay in its being the first solid landing point (after Burton-on-Stather cliff) on the east bank of the Trent for a ship coming upstream (Everson, 1991). Following Swein's death in 1014, Cnut was crowned at Gainsborough before

setting out to put down the adherents of the rival king, Aethelred, whom Swein had deposed and driven into exile (Garmonsway, 1953). The 19th century local historian Adam Stark records that the Danish force fortified the town in 1013, and that their defensive works could still be identified at the time of writing (Stark, 1817): there is documentary evidence for a town ditch known as the Burghdyke in the 15th century, but nothing to suggest that it was either defensive or Danish (Everson, 1991).

Gainsborough appears in the Domesday Survey of 1086AD as a single manor, part of the estate of Geoffrey de la Guerche. Prior to the Norman Conquest, this estate had contained 8 carucates of arable land, sufficient to employ 12 plough teams, but in 1086, only 8 teams were occupied there, and the estate's taxable value had fallen from £6 to £3; it also contained 40 acres of meadow and 80 acres of 'scrubland', and had a recorded population of 16 households (Martin and Williams, 1992). The sharp fall in the value of the estate was probably caused by the long-term effects of the 'Harrying of the North', William the Bastard's reprisal for the insubordination of the northern earls: William's army passed through Lindsey in the midwinter of 1069, at the beginning of his campaign, although Lincolnshire in general suffered much less than Yorkshire, where many estates were still being recorded as 'waste' in 1086. Beckwith's history of Gainsborough suggests that the population at the time of the Domesday Survey was low, and only $\frac{2}{3}$ of the available land in cultivation, not only because of the damage done directly to the estate, but also because Geoffrey de la Guerche had dispatched a number of his villeins to his extensive Yorkshire holdings, to help repair the far greater depredations caused there (Beckwith, 1988).

At the time of the Lindsey Survey, compiled in 1115-1118AD under Henry I, Gainsborough, in the wapentake of Corringham, was still a single manor with 8 carucates of cultivable land, owned by Nigel de Albaneio. It was part of an extensive estate, as Nigel de Albaneio also owned land in Yawthorpe and Somerby within this wapentake, and held the entire wapentake of Axholme in demesne (Foster and Longley, 1924). Neither this reference, nor the entry in the Domesday Survey, indicate that Gainsborough was anything other than a rural manor, suggesting that any effect which King Cnut's tenure had had on the settlement had been ephemeral (Everson, 1991).

King Stephen granted a 'castle of Gainsborough' to William de Roumare, earl of Lincoln, in the early 1140s, along with the royal manor of Kirton in Lindsey, but this is generally identified as the earthwork site known as Castle Hills or Danes' Camp, which lies well outside the area of this study, to the north-east of the town (Everson *et al.*, 1991). The charter also mentions '*his bridge over the River Trent*', but as there is no other reference to a bridge in the area until the construction of Gainsborough Bridge in the 18th century, it is unlikely that this bridge was near the town. Its location is not known, although the 19th century local historian Adam Stark refers to some '*considerable foundations*' which could be seen in the river some 2 miles above the town at low water (Stark, 1817). A river crossing at Gainsborough is next documented in 1275, with a grant to John Darcy of the revenues of the fords belonging to the manors of Gainsborough and Dunham-on-Trent, indicating that there was no means of crossing the Trent dryshod in this area at the time. From 1281, a ferry appears in the manorial records, and in 1289 its revenue formed part of the pension which King Edward I granted to the widow of the previous lord of the manor when he reclaimed the estate (Beckwith, 1988). Quayage was first granted to the bailiffs of Gainsborough

in 1298, to build a quay for security of shipping against the vagaries of the Trent, but the first specific reference to Gainsborough as a port is in 1322, when it was listed among the ports supplying the king with corn (Snee, 2000).

The earliest reference to a church in Gainsborough is in AD 1180, when Roger de Talebu granted the living, at the time only a rectory, to the preceptory of the Knights Templar at Willoughton. The living was upgraded to a vicarage by 1218, and the vicars continued to be appointed by the Templars, and by the Knights Hospitaller after the disbandment of the Templars, until the Hospitallers were themselves suppressed in 1540. After being held directly by the king for 7 years, the church was then granted to the Bishop of Lincoln (Beckwith, 1988). Gainsborough parish church, All Saints', was rebuilt in classical style in 1744, but the 14th century Perpendicular tower remains (Pevsner and Harris, 1995).

Gainsborough's charter for a weekly market was granted in AD 1204: a market charter was particularly profitable to the landowner of a port, who could charge a toll on goods arriving by river, as well as leasing traders space in which to set up stalls. Court cases concerning illicit trading practices, recorded throughout the 14th century, refer to oil, salt, hides and fish being traded here. The right to hold an annual fair was granted in 1243: the fair took place in July, the best time for ease of long-distance travel both by land and sea (Beckwith, 1988).

Gainsborough's gypsum quarries were first documented in 1307 (Everson *et al.*, 1991): the remains of medieval and post-medieval gypsum quarrying, in the form of spoil-heaps and excavations, occupy an area of at least 12 hectares to the north-east of the town. This area appears on the 1690 map of the town, and has been known as 'Pitt Hills' since at least the beginning of the 17th century (HER refs. 52070 and 52071).

Through most of the medieval period, the manor of Gainsborough was in the hands of absentee landlords. Geoffrey de la Guerche was already sub-infeudating his manor by AD 1086, and the estate was passed on through several members of the nobility, none of whom lived there, until Sir Thomas Burgh acquired it in 1455, and began the construction of the manor house which is now Gainsborough Old Hall. The manor passed to William Hickman in 1596: no deeds of sale are extant, and it is suspected that the manor was not sold, but forfeited as part of Lord Burgh's disastrous debts. The Hickmans were a merchant family from London, who may have had professional connections with Gainsborough, as at this time the merchants of Hull were complaining strenuously about London merchants who maintained factors there (Beckwith, 1988).

The *Itineraries* of the Tudor civil servant John Leland, an account of his travels across the country in King Henry VIII's service between 1533 and 1545, record that '*The Lord de Burgh lives at Gainsborough, which belongs to him, although much surrounding land is owned by Sheffield of Axholme*'; he says of the town that '*In the southern part of Gainsborough is an old stone chapel, where the townspeople say that many Danes were buried. In the same part of the town beside the Trent is a wooden chapel which has now been abandoned.*' (Chandler, 1993). The stone chapel has been identified as the medieval Guilds Chapel, which stood at the junction of Caskgate Street and Silver Street, adjacent to Chapel Staith on the riverside and some 100m north-north-west of the present development site. There is certainly a burial ground in

this area: 2 human skeletons were found below the pavement of Silver Street in 1969 (HER ref. 52049), and another was found at the junction of Lord Street and either Bright Street or Caskgate Street in 1981 (HER ref. 52055), while up to 9 inhumations were revealed by groundworks, followed by a rescue excavation, at the junction of Silver Street and Bridge Street in 2002 (HER ref. 52049). The burials seemed likely to be Christian, and are presumably associated with the chapel, although the minimal dating evidence recovered places them more than two centuries after the Danish occupation (Clay, 2002 – see below). It is possible that the abandoned wooden chapel had been superseded by the stone one.

On the outbreak of the Civil War in 1642, Gainsborough initially declared for neither side, but the constables and citizens took the defence of the town in hand. The constables' financial accounts for this year record *'divers Ingaydgements For wood and other goods which were tayken ffrom severall Neyghburs which were Employed about the bull workes (bulwarks) which are owing, which Ingaydgements we desire that the constables will give publicke notice to all neyghburs to bringe in to them a trew bill For what wood or other goods soe tayken From them For that use which were From the time that we begane our bull workes until the Kinges Forces came and possessed themselves of our Towne...'* (Beckwith, 1988). However, the strategic position of Gainsborough made it attractive to both sides: soon after the completion of the defences, a Royalist force arrived from Newark and demanded that the town be surrendered to the King. Under a Royalist garrison, the defences of Gainsborough were extended, and it became a base for attacks against the Parliamentary forces in the area until the Parliamentarians surprised the garrison in July 1643 and captured the town. The Royalists then besieged it for several days until a relieving force under Colonel Cromwell arrived: a battle ensued, which is believed to have taken place in the area of Foxby Hills, to the south of Gainsborough town, and the Royalist forces were put to flight. However, the Royalists were immediately reinforced, and after 3 days of bombardment, the town fell to them. Gainsborough remained in Royalist hands for 3 months, until a Parliamentary army from Hull attacked from the land, supported by cannon fire from a fleet on the River Trent. After sustaining extensive damage, the town was recaptured, and remained a Parliamentary garrison through the following winter: the occupying forces then left, after 'slighting' the fortifications so that Gainsborough would be of no strategic use to the enemy (Allen, 2002).

The maintenance of the town defences caused considerable financial hardship: one Gainsborough constable is recorded in the Court Leet Book as being left £62 in debt from overseeing the works. Although there was little loss of civilian life – the burial register records only 5 deaths attributed to hostilities – there was extensive destruction of property. Houses were set on fire when the Parliamentary commander, Lord Willoughby, stormed the town in 1643, and he himself subsequently recounted that the Royalist forces bombarded the town for 3 days while attempting to retake it, setting part of it on fire, until the townsmen threatened to surrender Gainsborough to the Royalists themselves unless he submitted. The town was then looted by the temporarily victorious Royalists – a court case brought in 1661 refers to a mansion house being used as a Royalist garrison, and subsequently burned and the family's property sequestered – and eventually bombarded from the river by a fleet of Parliamentary pinnaces (Beckwith, 1988).

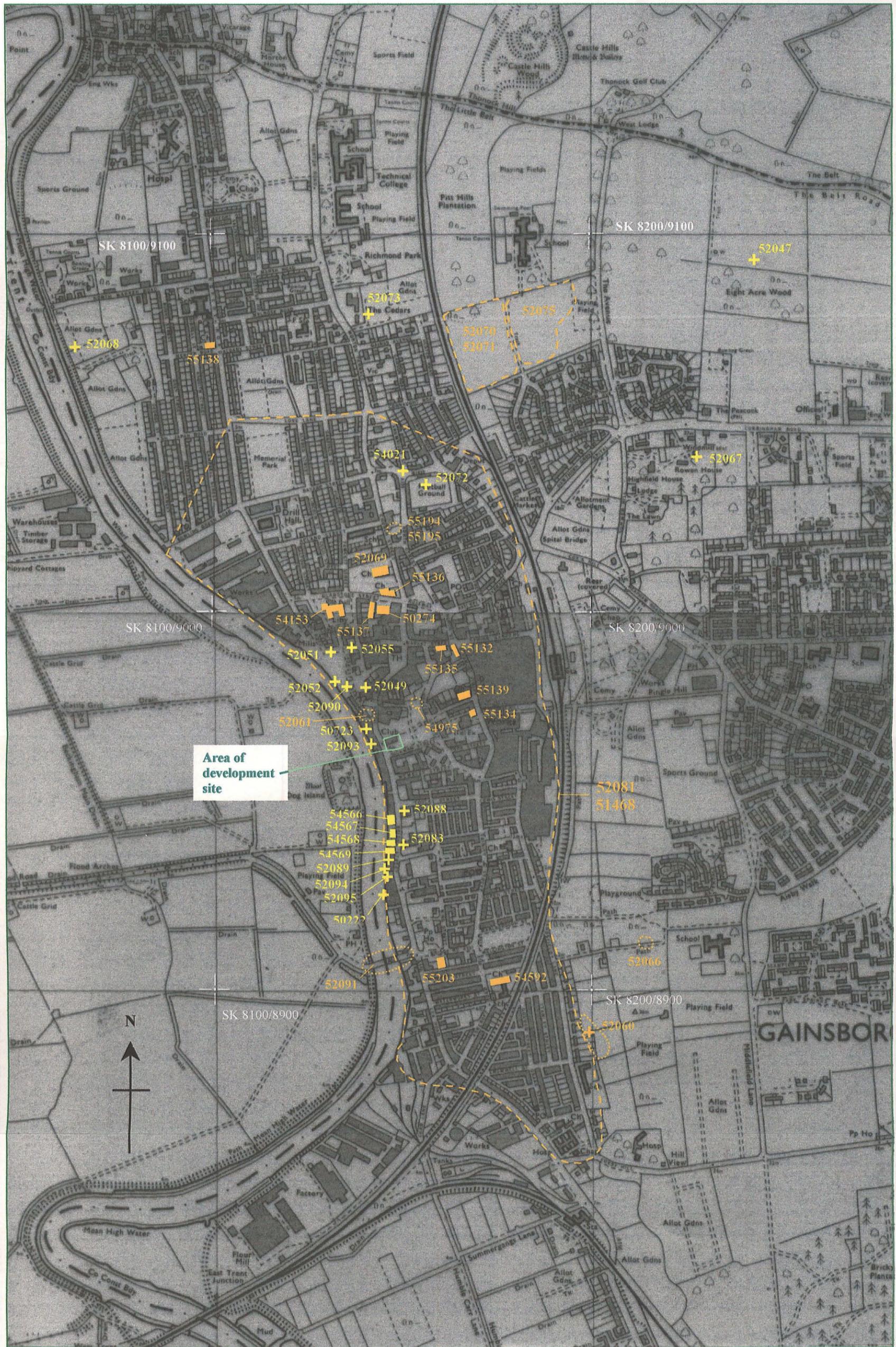


Figure 3: Map showing the location of sites and findspots known to the Lincoln Historic Environment Record, at scale 1:10 000. Earthworks and existing structures are shown in orange, sites and findspots in yellow. The area containing the present development site is outlined in green. (O.S. copyright licence no. AL 515 21 A0001)

The Hickman family moved to a newly built mansion house at Thonock in 1720, from which time the Gainsborough house became known as the Old Hall (HER ref. 54153). It was let to Lord Abingdon until 1753, and was then let out in portions for a variety of purposes: the Great Hall was successively a theatre, a corn exchange and an auction room, while the west wing was divided into tenements until 1880, and the east wing spent some time as a Masonic temple (Beckwith, 1988).

During the 17th and 18th centuries, Gainsborough continued to develop as a port. The south end of the contemporary waterfront was marked by the Pillared House on Bridge Street, which stood at the furthest point upstream where large sea-going vessels could moor (Snee, 2000). This house is said to have been built in 1670, on the site of 'an old Gothic palace' (unidentified), and was demolished in 1936 (HER ref. 52083); the earthworks interpreted by Adam Stark as Danish fortifications, and later believed to represent the medieval town ditch, are described as running under '*what is now known as the Pillar'd House*', and having been incorporated into the town drainage system (Stark, 1817). In the 18th century, Gainsborough was the largest port in Lincolnshire: it was overtaken by Grimsby in the following century (Field, 1996). River traffic rose rapidly during the Napoleonic Wars, when more than 300 tons of munitions passed through the town every week (Stark, 1817) and expanded afterwards to European trade. Local merchants petitioned to have Gainsborough officially recognised as a port, as all goods still had to be cleared by Customs officials from Hull, causing severe delays to their business (Beckwith, 1988): a Customs House was established in Bridge Street in 1820, near the current development site (see below), but full recognisance was not granted until 1840, when river-borne trade was starting to decline. Development in Bridge Street was rapid during the 1820s and 1830s (Snee, 2000); the population of Gainsborough doubled in the first half of the 19th century, from 4506 in 1801 to 8293 in 1851, and only at this time did the town begin to expand beyond its medieval footprint (Field, 1996). Stark's history of Gainsborough, printed in 1817, describes the town as being '*a river port of considerable consequence*', as it was still the highest point on the Trent which could be reached by sea-going vessels. Before the opening of the Grand Junction canal, which at the time of printing was beginning to siphon off Gainsborough's business, most of the wares of the Staffordshire Potteries, as well as cast-iron work from the Derbyshire foundries, were shipped to London via Gainsborough and the Trent, including, in 1815-16, the cast-iron sections of London's Vauxhall Bridge (Stark, 1817). Milling had always been a large part of Gainsborough's industry, first with wind power and then with steam: three windmills are drawn in detail on the 1748 estate map, and the sites of three 19th century windmills, two of which were five-sailed, are known to the HER (refs. 52067 and 52068), probably the three mills occupied in crushing linseed recorded in Stark's local history (Stark, 1817). Corn was imported for milling, but a large part of the industry was occupied with milling linseed for oil (a trade which was referred to in the 14th century by way of court cases against oil merchants), and linseed from the Baltic was shipped up the Trent in great quantities to be processed here. Malting was also a major industry, with 11 firms operating in the mid-19th century, one of which had premises in Bridge Street opposite the development site (English, 1981). Local histories do not relate where that part of the malt not utilised by local breweries went, but Gainsborough exported beer for the Burton-on-Trent breweries, which came down the Trent by barge and was transferred here into sea-going ships (Beckwith, 1988), so it is possible that the barges returned to the breweries with cargoes of malted barley. Cotton for the Strutt mills of Derbyshire was also imported via Gainsborough, to be

unloaded on the town wharves and divided among river-going barges (*ibid.*). Trade declined sharply in the 1840s, due to the deteriorating state of the river channel, which was no longer suitable for large ships, and to competition from rail freight haulage. After this time, the buildings on Bridge Street changed little until the 20th century, when the road was widened, involving the demolition of many buildings on the east side of the road, including the Pillared House (Snee, 2000).

Gainsborough Bridge was built by public subscription in 1791, although it was not at first seen as a great advantage over the ferry, as the subscribers attempted to recoup their outlay by charging a toll (Stark, 1817): the bridge has 2 toll lodges, now disused, at its eastern end (HER ref. 52091).

Shipbuilding was also a major industry in 18th and 19th century Gainsborough. Adam Stark's local history describes the town as possessing 'every convenience for shipbuilding', and records that the shipyards of Messrs. John and Henry Smith have produced vessels up to 800 tons (Stark, 1817). The oblong earthworks known as Dog Island on the west bank of the Trent, directly opposite the development site, have tentatively been identified as a medieval moated site (Nottinghamshire HER ref. 05031), but shipbuilding certainly also took place in this area (Nottinghamshire HER ref. 05045), and the entire site may be the product of post-medieval wharves and shipyards (Tann, 2003).

In 1994, an archaeological watching brief took place on the east side of Bridge Street, between Thornton Street and Chapel Staith: it involved the monitoring of excavations for a new water main running along the street. The watching brief observed only natural river silts and cellars backfilled with brick rubble, but noted that the affected area was already extensively disturbed by modern services running along the same side of the street, and so that the observations made could not be relied on to infer that no archaeological deposits would be present in less disturbed areas outside the line of the modern street (Palmer-Brown, 1994). The cellars which were seen indicate the presence of buildings to the west of those currently standing, which would have been demolished when the street was widened, the cellars being filled in and built over. The north end of the monitored area passed the current development site, but as the watching brief was episodic in nature, and the exact locations of those portions which were observed were not recorded, it is impossible to ascertain whether a cellar was seen adjacent to or extending under the development site itself.

An archaeological evaluation was carried out on a development at nos. 39-43, Silver Street, some 120m north-east of the current development site, in 1996. The evaluation exposed only modern cellars backfilled with rubble, cutting natural river deposits; a quantity of animal bone was retrieved from the river silts, presumably representing the dumping of waste, and so possibly marking an earlier position of the river bank, but no datable material was present (Holbrey, 1996). An archaeological watching brief took place in 1999 on the site of a new supermarket at the junction of Beaumont Street and Trinity Street, some 300m east of the current development site in a previously industrial area. No archaeological features or horizons were observed, but the groundworks were largely confined to the removal of existing structures and modern disturbances, and so it cannot be certain that none were present (Wragg, 1999). A further watching brief was carried out in 2000 on the site of offices being built on the corner of Wembley Street and Bridge Street, to the south of the current

development site and opposite Whittons flour mill: only industrial-period levelling deposits were seen during the groundworks (Wragg, 2000). In the same year, another watching brief took place on land between Bridge Street and the River Trent, in the area of Gleadalls Wharf, during the construction of a new river wall: this area was formerly occupied by the town's main working wharves. The works uncovered the remains of four brick buildings with parts of other structures, interpreted as 19th century warehouses and waterfront buildings; these structures overlay the natural river silts, with no underlying archaeological horizons (Snee, 2000). One of these structures may have been a merchant's house, thought to have later become the Neptune Inn; pottery from the site included unfinished vessels, possibly indicating the presence of a workshop (HER refs. 54566-68).

In 2002, workmen excavating pits for the planting of trees at the junction of Silver Street and Bridge Street, directly to the north of the car parking area containing the current development site, uncovered human remains, necessitating a rescue excavation and emergency watching brief. Six articulated skeletons were exposed, and the disarticulated bone associated with them indicated that up to nine burials may have been present. No grave goods were found, which together with the east-west orientation of the least disturbed burial indicates that the cemetery may have been Christian. The only datable material present was a sherd of 12th-13th century pottery, which cannot be taken as a reliable indication of the date of the cemetery, particularly since the varying depths of the burials suggest a long period of use (Clay, 2002).

An archaeological evaluation was carried out in 2004 on the site of the Sure Start centre (currently under construction) directly north-east of the car park containing the present development site. The evaluation exposed a layer of 18th century made ground above the natural river silts, which was covered by a clay layer, apparently a floor; this was sealed by a further layer of made ground, dated to the mid-18th century. It was concluded that this area was first occupied in the early 18th century, when the expansion of the town required the stabilisation of land previously considered unsuitable for building (Savage and Brett, 2004).

6.0 Site-specific search/investigation results

Information relating to the immediate area of the proposed development was researched and collated from several sources, and is summarised below.

6.1 Documentary information (fig. 4)

Due to pressure of time and the position of the site within the historic core of the town, no search for aerial photographs was made at the National Monuments Records Office. The Historic Environment Record holds two aerial photographs showing central Gainsborough, but these are not reproduced in this report, as they were undated and the development area could not be identified on them.

The earliest document pertaining to the development site held by the Lindsey Archive Office is a map dating from c. 1690, showing the extent of the town and the layout of the surrounding fields; unfortunately, the map is very worn, and streets or individual buildings within the town can no longer be distinguished. The outline of

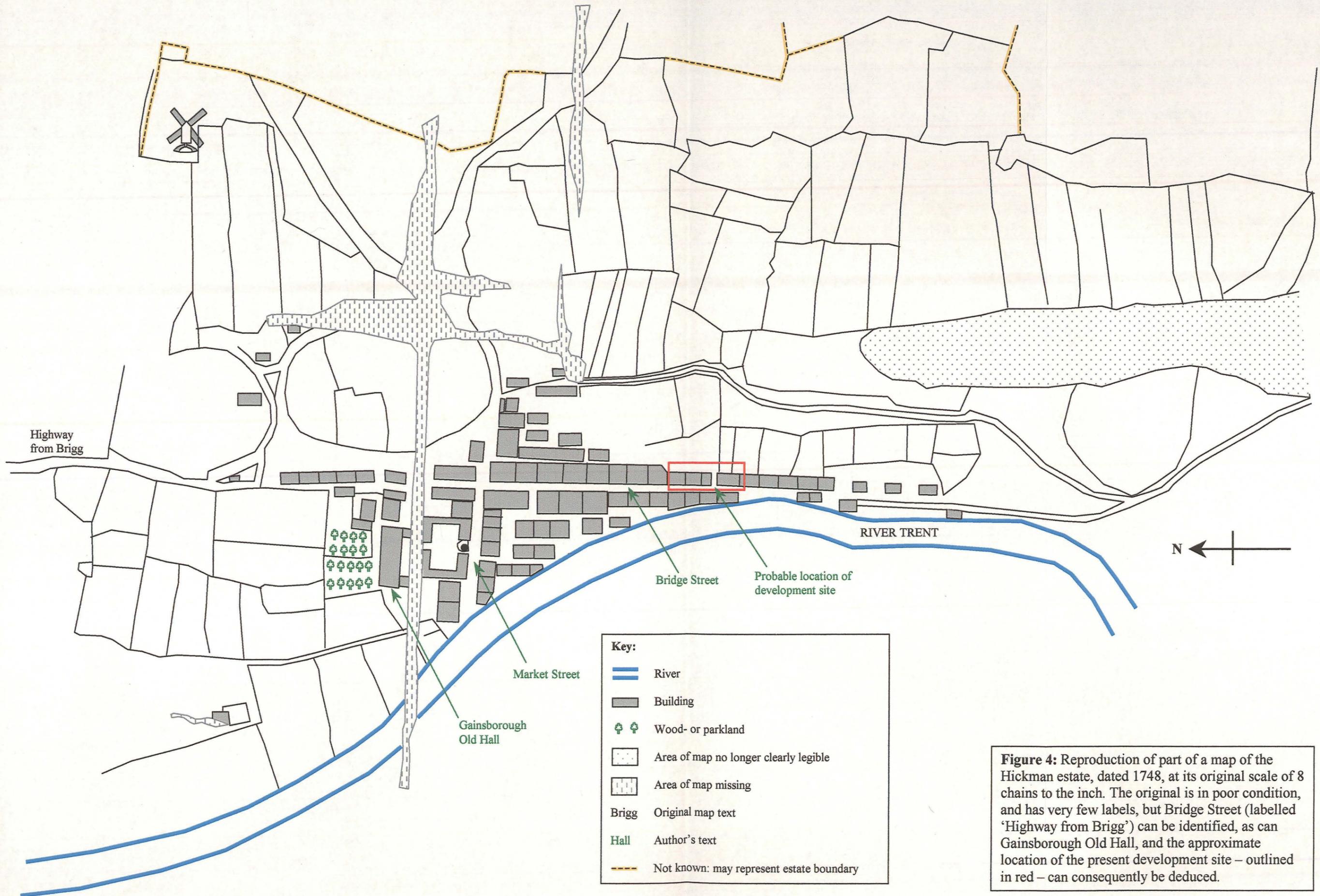


Figure 4: Reproduction of part of a map of the Hickman estate, dated 1748, at its original scale of 8 chains to the inch. The original is in poor condition, and has very few labels, but Bridge Street (labelled 'Highway from Brigg') can be identified, as can Gainsborough Old Hall, and the approximate location of the present development site – outlined in red – can consequently be deduced.

Gainsborough town on the 1690 map appears to be identical to that on a map of the parish from 1748 (fig. 4): this map is also damaged, but the position of Gainsborough Old Hall is clear, and the details of the river's course are identifiable on modern maps, from which the street running north-south, forming the main axis of the town, can be deduced to be roughly on the line of the modern Bridge Street and Silver Street. Bridge Street was known as 'The Causey' (causeway) in 1659, indicating that it was raised above contemporary ground (and flood) level: it may have been built on top of a natural flood bank, but is more likely to have been a constructed causeway (Tann, 2003). A road to the east of the town appears to correspond to the modern Trinity Street, indicating that Gainsborough in the mid-18th century occupied only half of what is now considered to be the historic town centre. The town depicted on this map forms a core around the Old Hall and the market place, on the north side of a street crossing the main axis, probably representing the current Market Street; it then extends along the river to the south as a ribbon development, with a single line of buildings either side of the road. The original map does not show individual buildings in plan, but as isometric drawings with roofs, windows and chimneys: this detail was too fine to show on the extract reproduced in fig. 4, but it must be borne in mind that the apparent size of a building indicates its height rather than its footprint – the larger buildings are shown as having 2 storeys. The current development site almost certainly lay within the row of buildings on the east side of the road, probably within the area outlined in red in fig. 4: it is tempting, extrapolating from the course of the river, to identify the gap in the blocks of buildings as the eventual position of Hickman Street, but this deduction cannot be regarded as reliable.

No other map could be found of use to this study: the Lindsey Archives Office holds a copy of the 1804 enclosure award map of Gainsborough parish, but this does not depict any part of the town other than a few buildings to the north: the area of the town itself is a blank space, which still occupies roughly the area shown as developed in the 1748 map. The tithe award map of 1852 shows only areas of land to the north of Gainsborough, and does not even depict the location of the town. A map of Gainsborough town drawn up by Ibbotson in 1851 has been frequently referred to by previous studies, but has been withdrawn by the LAO due to its poor condition and could not be consulted on this occasion.

The 1st edition Ordnance Survey map of 1887 (fig. 5) shows the town occupying the whole of the area between the river to the west and the railway line to the east, which forms the historic core of the modern town and can still be seen as a coherent entity on the current OS map (fig. 1). Wharves are marked along the full length of the town's river front, and two maltings and an oil mill are also labelled. The position of the development site is shown as a built-up area, with a single block of buildings extending well back from the road: none of these are identified.

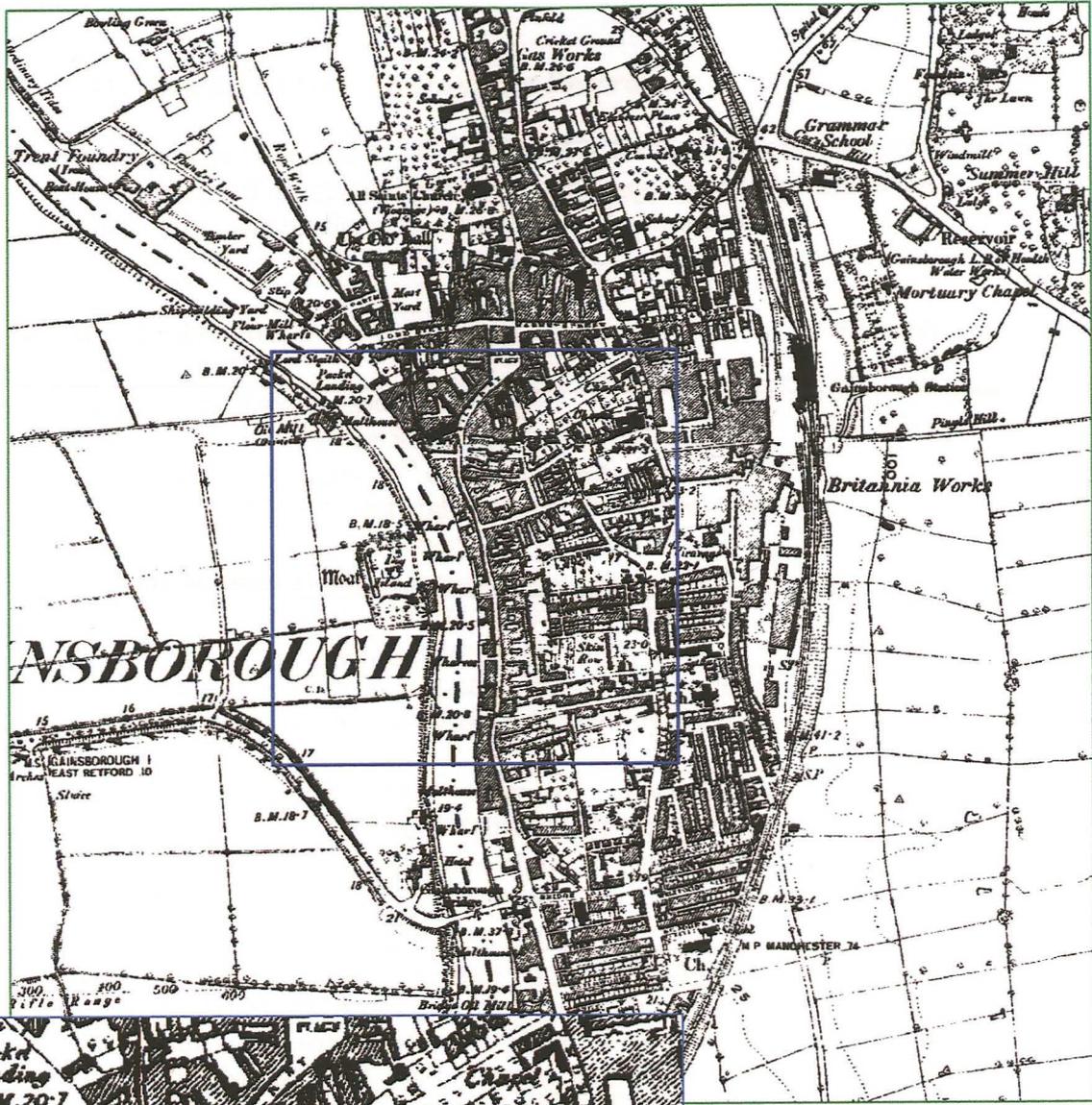
The Enumerator's Returns for the 1851 census list the ages and occupations of the inhabitants of Gainsborough street by street, but do not refer to the individual houses by number, so the usage of the development site at this time cannot be precisely determined. The first 10 entries for the section of Bridge Street running south from Chapel Staithe, which probably include the general area of the site, list the households as follows: 1, a currier, his wife, and his daughter who was employed as a governess; 2, a plumber and glazier and his apprentice; 3, an innkeeper with two grown-up children, employment not specified, and one servant; 4, a dealer in hemp and flax,

with his mother registered as a housekeeper and his daughter as an assistant; 5, a customs official, his wife, an 18-year-old daughter registered as a 'Scholar' and a servant; 6, two bakers, one married and one single; 7, a master shoemaker and his wife; 8, a grocer and his wife; 9, an accountant, his wife, and her brother, a master painter; 10, a cheese factor and wharfinger with his two spinster daughters, one registered as a housekeeper and one as an assistant. The rest of this section of Bridge Street is also occupied by merchants, tradesmen and craftsmen. It is unclear whether any of the inhabitants of Bridge Street practised their professions at the addresses where they were registered: apart from the house occupied by two bakers, in every case where more than one occupant of a house is registered as practising the same trade, they are also related, or occasionally listed as householder and lodger (Thorpe, 1851).

The General, Commercial and Advertising Directory of Gainsborough for 1882 does list households by individual street numbers, and is laid out in such a way as to show exactly which part of a street each building occupies. Nos. 19 and 21 Bridge Street are listed as 'Working Men's Club'; the buildings on either side were a Customs House, probably the one established in 1820, on the northern side, and a flour dealer's premises to the south, followed by a watchmaker's premises, a bootmaker's shop, and a chemist's premises on the corner of Bridge Street and Hickman Street, occupying the current development site. The specification of nos. 27 and 29 as being a shop indicates that at this time the other occupants of the street did not work where they lived. This shop has an advertisement on the facing page of the directory, promising to '*fit the Working Man, his Wife, and six Children either Boys or Girls, with 1 pair of Boots each for 20s*'. Turning the corner into Hickman Street, the chemist's house is abutted by two labourer's houses, followed by the houses of a 'foreman of the works' and a coal merchant, with a butcher's house and a slaughterhouse, probably connected, on the south side (Hardy-Ouzman and Taylor, 1882).

According to the Kelly's Directories of Gainsborough for the period 1889-1930, most of the buildings on the west side of Bridge Street, approximately opposite the current development site, were small shops, such as a grocer, a greengrocer, a saddler, a stationer and a fried fish shop. After 1930, no. 20 was certainly in use by the brewing firm of Hewitt Bros., but a Hewitt Bros. brewery was known to have existed in Bridge Street before 1909, and a maltkiln is listed here in the 1882 town directory, so it may be that brewing had taken place in this position throughout the 19th century (Tann, 2003).

Bridge Street was realigned in 1930 (Tann, 2003), and widened in the early 1960s, requiring the demolition of many of its buildings: an undated photograph of the street before these alterations shows a shop on the street corner now occupied by the development site, with the Working Men's Club, marked by its noticeboard, in the background, while a photograph of the club itself, taken when it was also awaiting demolition in 1976, shows it standing alone on waste ground, with an unfinished gable end indicating that it had once been part of a terrace (plate 1). Before the old club had been demolished, a new club was built on the corner of Bridge Street and Hickman Street, (plates 2 and 3), while the surrounding area was levelled and used for car parking: this club building burned down in 1995, and only its foundations now occupy the site (John Halton Design Ltd, 2005).



Location of development site

Figure 5: Extracts from the 1887 1st edition Ordnance Survey map. The map above has been rescaled to approximately 1:10 000: the blue outline marks the location of the enlarged extract to left (not to scale).

6.2 The County Historic Environment Record

A search was carried out at the Lincolnshire HER for findspots, known archaeological sites, and buildings of historical significance within approximately 1km of the development area. The results of this search are tabulated below.

HER No.	Description	NGR ref.
50274	Row of 4 almshouses, post-1900	SK 8143 9005
50722	Nos. 94-110 Bridge Street: a complex of buildings ranging from early 18 th century to 1900, fronting on to both Bridge Street and the River Trent, last in use as Sandars Maltings between 1840 and 1900. Demolished 1980.	SK 8147 8925
50723	Baltic Oil Mill, Bridge Street: early 19 th century fireproof mill building, demolished 1995.	SK 8140 8970
51468	Post-medieval settlement of Gainsborough: traces of the Civil War defences were visible into the 19 th century.	SK 8150 8990
52047	Findspot of a flat polished stone of unknown date and purpose; 2 similar objects found on the same farm.	SK 8244 9095
52049	Cemetery site at the junction of Silver Street and Bridge street: up to 11 burials found on 2 separate occasions, undated, probably Christian.	SK 8140 8980
52051	Findspot: fragment of a medieval pottery vessel found in an electricity trench in Parnell Street.	SK 8130 8990
52055	Human skeleton found at the corner of Lord Street and either Bright Street or Caskgate Street in 1981.	SK 81340 89906
52060	Two earthwork mounds, probably medieval.	SK 8200 8888
52061	Site of medieval Guilds Chapel, noted by Leland in 1538; said to be associated with Danish burials.	SK 8140 8970
52066	Cropmark, possibly representing a small ditched enclosure.	SK 8215 8916
52067	Site of the five-sailed Highfield Windmill, probably early 19 th century; dismantled 1976	SK 8225 9045
52068	Site of the five-sailed Union Windmill, an oil mill, demolished by 1953.	SK 8060 9070
52069	All Saints' Church: rebuilt in 1745, with 14th century tower. An endowment of the preceptory of the Knights Templar at Willoughton.	SK 8144 9011
52070	Pitt Hills Plantation gypsum quarries: remains of medieval quarries covering an area of at least 12 ha.	SK 8170 9070
52071	Remains of post-medieval quarrying in Pitt Hills Plantation.	SK 8170 9070
52072	Findspot: medieval floor tile found in disturbed ground at Gainsborough football ground.	SK 8155 9032
52075	Medieval ridge-and-furrow earthwork remains	SK 8184 9076
52081	Medieval settlement of Gainsborough	SK 8150 8990

HER No.	Description	NGR ref.
52083	Site of the 'Pillared House' on Bridge Street: supposed to have been built in 1670 on the site of an 'old Gothic palace', demolished in 1936.	SK 8150 8936
52088	Corn-miller's warehouse on Bridge Street, believed to date from c. 1760, originally used for malting.	SK 8150 8950
52089	Site of warehouse at 84, Bridge Street – demolished in mid 1990s.	SK 8130 8940
52090	Site of corn warehouse on Caskgate Street: two combined buildings, dated 1787 and 1854 respectively. Probably destroyed in late 1960s.	SK 8134 8980
52091	Road bridge across the River Trent, built 1787-91, with two toll lodges on the east side.	SK 8144 8907
52093	Early to mid-19 th century warehouse on Bridge Street, with quay frontage and 20 th century additions.	SK 8140 8970
52094	Granary Warehouse at 92, Bridge Street: early to mid-19 th century warehouse.	SK 8140 8930
52095	Granary Warehouse at 90, Bridge Street: early 19 th century warehouse.	SK 8147 8930
54021	Possible medieval earthwork platform.	SK 8279 8447
54153	Gainsborough Old Hall: principally brick-built, partly medieval structure, partially demolished during the Civil War.	SK 8132 9001
54566	Site of a merchant's house or warehouse, with a possible wharf or staithe thought to be associated with the Pillared House, discovered during an archaeological watching brief.	SK 8146 8946
54567	Site of a 19 th century warehouse at Gleadall's Wharf, discovered during an archaeological watching brief.	SK 8147 8943
54568	Site of a 19 th century warehouse at Gleadall's Wharf, discovered during an archaeological watching brief.	SK 8147 8942
54569	Site of possible merchant's house, which may later have become the Neptune Inn, with barrel-vaulted basement and possible yard or wharf, discovered during an archaeological watching brief.	SK 8147 8941
54592	Church of St. John the Divine, built 1882.	SK 81748 89022
54975	Post-medieval features discovered during an archaeological evaluation	SK 815 897
55132	Site of former Wesleyan Methodist Chapel on Beaumont Street, built 1804 and replaced in 1968.	SK 81592 89988
55134	Site of Presbyterian Chapel on Beaumont Street, built about 1701, superseded 1928.	SK 81701 8942693
55135	Friends Meeting House, built in 1704 and altered in 1809, 1876 and 1951.	SK 81613 89909
55136	Former Congregational Chapel, now United Reformed Church, built in 1896 in Gothic style.	SK 81473 90053

HER No.	Description	NGR ref.
55137	Former Wesleyan Methodist Chapel in Little Church Lane, built c. 1785 and replaced 1804, re-used as commercial premises.	SK 81434 89980
55138	Former Primitive Methodist Chapel on Ropery Road, early 20th century, converted to residential use.	SK 80991 90703
55139	Former Primitive Methodist Chapel on Beaumont Street, built before 1896, currently in use by Salvation Army.	SK 81659 89773
55194	Undated pit, associated with a brick-lined well and cellar, found during an archaeological watching brief between North Street and Church Street.	SK 814 902
55195	Findspot: medieval pottery sherd found during an archaeological watching brief between North Street and Church Street.	SK 814 902
55203	Site of Wesleyan Methodist Chapel and School: chapel opened in 1886, school opened in 1880 and closed in 1906. Demolished in 1960s.	SK 81605 89071

The HER information is discussed as part of the general archaeological and historical background, section 4.0.

6.3 Site visit

A site visit was made by the author on 17/05/05, for the purpose of recording the present appearance and environs of the proposed development site. All colour plates accompanying this report were supplied by the developer.

The development site lies on the north side of the junction of Bridge Street and Hickman Street, and is presently occupied by the base and foundations of the Working Men's Club which stood there until 1995 (plates 2 and 3). The base is of poured concrete, 0.60m above current street level on the eastern side, and surrounded by 1-3 courses of remnant brickwork.

The northern boundary of the levelled car park area is formed by the rear of a modern shopping development (plate 4) fronting on to Silver Street, which otherwise largely retains its 18th and 19th century buildings. To the north-east is Gainsborough bus station, opening on to Heaton Street, not currently in use due to the construction of the adjacent Sure Start centre whose groundworks were watched by PCA (Savage and Brett, 2004). The eastern boundary is formed by a modern clinic, which occupies the space between the car park area and Heaton Street; the opposite side of Heaton Street consists of mid- to late 20th century houses. The southern boundary of the car park, including the development site itself, fronts on to the northern side of Hickman Street, facing a row of older buildings on the southern side. The building currently occupying the southern corner of Bridge Street and Hickman Street – partly 2 and partly 3 storeys, with the ground floor currently in use as a shop – is of brick, and appears to date from the 19th century. It has a windowless gable-end with unfinished brickwork

facing Bridge Street, indicating that an adjacent building was demolished when the street was widened (plate 5). On its eastern side are two similar, but not identical, 2-storey brick buildings with stone window lintels and sills, also with commercial premises on the ground floor: the more easterly of these has a stone door arch with a plaque inscribed '*Catharine Place, 1844*'. To the east of these is a modern brick building, 'The Weston Rooms'; opposite the south-eastern corner of the car park is a gated site with new brick wings either side of the gateway, with a stone plaque inscribed '*Metcalfe Buildings 1829*' inset in the left wing (plate 6). Hickman Street itself is currently in use as a temporary bus interchange. The concrete platform occupying the development site fronts directly on to Bridge Street on the west side; the western boundary of the car park is otherwise separated from it by a verge with ornamental trees. On the western side of Bridge Street, opposite the north-western corner of the car park is an ornate 2-storey brick building with decorative stonework, now the 'V Bar' (plate 7), which carries a 1907 date stone. On its southern side is a 3-storey brick building, also with decorative stonework, now the 'DN20 Disco': inset over its door is a stone plaque inscribed '*I J W Hornby 1762*'. This appears to be the building described by Nikolaus Pevsner as '*the mangled remains of a 3-storey mid-Georgian town house with a reset datestone of 1762*' (Pevsner and Harris, 1995). To the south of these buildings, opposite the development site, the previously standing buildings have recently been demolished and construction of an apartment block is in progress. The development is entitled 'Granary Wharf', and seems to occupy the position of a 19th century warehouse recorded by the Historic Environment Record (HER ref. 52093). Opposite the south-west corner of the development site is the seven-storey Whitton Mill, recently converted into apartments.

8.0 Assessment of archaeological potential

The likelihood of Roman or pre-Roman material being present in the development area is negligible: the vicinity of the development site does not seem to have offered desirable agricultural or settlement land in those periods, and any traces of less permanent activities, such as hunting or fishing in the riverside wetlands, are highly unlikely to have survived under centuries of development.

There is a higher possibility of finding Dark Age or medieval remains, as the evidence collated suggests that the development site lies close to the oldest part of the town. However, archaeological work in neighbouring areas has so far indicated that settlement did not extend far from Bridge Road until the 18th century, and it may be that the development shown alongside the road on the 1690 estate map was then relatively new. The highest likelihood of remains from this period is probably in the cemetery discovered to the north of the development site, whose boundaries are not currently known.

Post-medieval remains almost certainly exist on the site: most of the buildings in the area appear to have been cellared, and groundworks are liable to encounter the cellaring of the buildings previously lining Bridge Street, filled in with rubble after demolition. Since the buildings on this side of the street appear to have been mainly residential, with small shops or businesses, it is unlikely that their remains will be of great historical significance, and it must also be borne in mind that cellars of

industrial-period date may have disturbed or destroyed any earlier deposits that might have been present.

9.0 Impact on archaeological resources

If archaeological remains are present on the site, they are likely to have been disturbed by the groundworks associated with the construction of an apartment block. The construction of a lift on the southern side of the building is of particular concern, as a lift shaft is liable to penetrate the underlying deposits to a greater depth than standard foundations.

10.0 Conclusions

The information collected during the compilation of this desk-based assessment suggests that the likelihood of occupation deposits or structures pre-dating the beginning of the Industrial Revolution in Gainsborough occurring within the development area is limited. However, the possibility cannot be ruled out that the Silver Street/Bridge Street cemetery extends further to the south, and consequently that human remains could be found on the site. The boundaries of the cemetery are not known, and the position of the chapel with which it is associated cannot now be precisely located: if the 'stone chapel' and 'disused wooden chapel' observed by Leland (Chandler, 1993) represent two phases in the lifetime of one religious institution, moving from an old building to a new one in the manner which the HER records show many later chapels in Gainsborough doing, then the burial ground may have remained at the site of the wooden chapel, now unknown, or a second burial ground may have been laid out around the new chapel, resulting in a wider spread of inhumations than would normally be expected. Consequently, the distance of approximately 100m between the development site and the inhumation burials found on the Silver Street junction cannot in this case be considered to be an adequate safety margin.

11.0 Mitigation

In order to avoid the situation which arose when the Silver Street/Bridge Street cemetery was discovered in 2002, an archaeological watching brief seems advisable, and is particularly to be urged in the deeper part of the groundworks, where a lift is to be constructed.

12.0 Acknowledgements

Pre-Construct Archaeology (Lincoln) would like to thank John Halton Design Ltd. for this commission and for the colour plates and other information provided. Thanks are also due to the staff of the Sites and Monuments Records Office in Lincoln and the Lindsey Archive Office.

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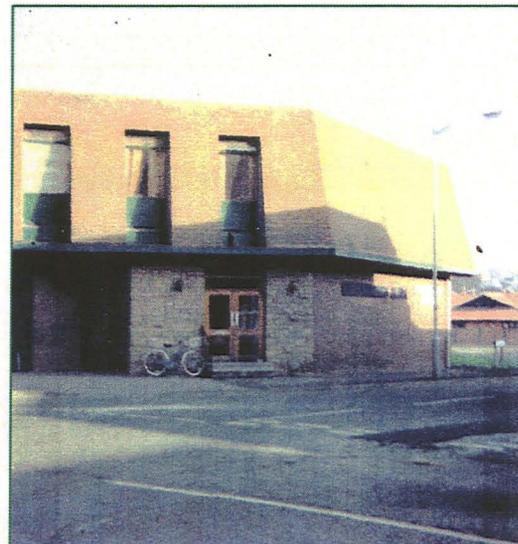
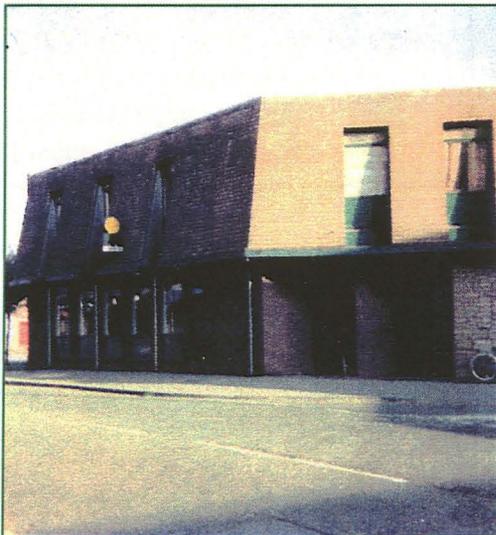
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Appendix 1: Colour Plates

All photographs are by permission of John Halton Design Ltd.



Plate 1 (above): The 19th century Working Men's Club at nos. 19-21, Bridge Street, awaiting demolition in 1976. Note the rough brickwork of the near gable end, showing that an abutting building has already been demolished.



Plates 2 and 3 (above): The new Working Men's Club on the corner of Bridge Street and Hickman Street, looking north-east from the opposite side of Bridge Street with Hickman Street to the right. The building on the right-hand edge of Plate 3 is the Hickman Street clinic.

Plate 4 (right): View northward from the development site: Bridge Street is to the left. The building bordering the car park to the north is the rear of the Wilkinson DIY store: the Silver Street/Bridge Street cemetery was discovered at the front of this building.

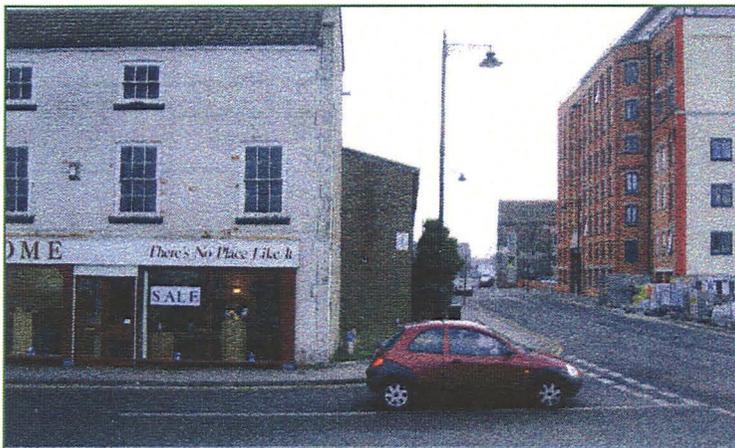


Plate 5 (left): View south across Hickman Street and along Bridge Street from the south-west corner of the development site, showing the restored Whitton Mill on the right of the picture. The windowless gable end of the building on the corner of Hickman Street indicates that an abutting building was demolished when the road was widened.

Plate 6 (right): View south-east towards Hickman Street from near the north-west corner of the development site, showing the concrete base of the previous building. The third building from the right on Hickman Street (with the prominent satellite dish) has a plaque inscribed '*Catharine Place, 1844*', while the space on the far side of the Weston Rooms (darker brick) is now closed by a gated wall with a re-used plaque '*Metcalf Buildings 1829*'.



Plate 7 (left): View across Bridge Street from the western side of the car park; the development site is to the south. The building on the right has a 1907 date stone, the building on the left a re-used plaque inscribed '*I J W Hornby 1762*'.