



LINDSEY ARCHAEOLOGICAL SERVICES

**Louth DG5 Flooding Scheme
Lincolnshire
Archaeological Watching Brief**

LCNCC Accn N°.: 2005.51

Site Code: LOFS05

NGR: TF 32718 87230 (Centre)

**Report
for
Anglian Water Services Ltd
by
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Louth DG5, Lincolnshire. Archaeological watching brief

negative

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Summary

An archaeological watching brief was undertaken during open trenching operations along three sections of new sewerage pipeline running along Gospelgate, Edward Street and Upgate in Louth. The new sections of pipe linked the existing sewerage infrastructure to the newly installed caisson pumping station in the car park at the rear of the Greyhound public house fronting onto Upgate.

In the three areas covered by the watching brief a combination of undisturbed ground and modern services were observed but no archaeological remains were present.

Introduction

In December 2005⁴⁷, Lindsey Archaeological Services was commissioned by Anglian Water Services Ltd. to undertake an archaeological watching brief in accordance with the general requirements set out in the *Standard Brief for Archaeological Projects in Lincolnshire* (Lincolnshire County Council Archaeology Section, August 1998).

Site Location and Description

Louth is situated at the mouth of a small valley on the eastern edge of the Lincolnshire Wolds in the administrative district of East Lindsey. The town overlooks marshland that runs along the east coast and lies on either side of the Lud upon glacial deposits of boulder clay. The scheme comprised the construction of a new caisson pumping station in the car park to the rear of the Greyhound Hotel off Gospelgate with associated new sections of pipe on Edward St (2 x 90m long trenches), Upgate 1 x 65m long trench and two manholes and connecting trenches in Gospelgate.

Planning Background

With the exception of the construction of a caisson pumping station the proposed scheme was not subject to the normal planning processes. An archaeological desk-based assessment (LAS September 2004) was requested by Anglian Water as part of their best practice policy. This resulted in evaluation and excavation of the car park, between September and December 2004, where the caisson pumping station was to be located. The watching brief monitored the remaining areas affected by the scheme..

Archaeological Background

There is no archaeological evidence to suggest a Roman origin for the settlement at Louth. The town is mentioned in the Domesday Survey of 1086 when the manor belonged to the Bishop of Lincoln and is clearly a settlement of Saxon origin and of some importance by the Norman Conquest. A 12th

century document indicates that there was a Saxon monastic foundation attached to Medehamstede (Peterborough) Abbey from as early as the 8th century. The supposed location of this monastic site was on the north side of Gospelgate, although some authorities suggest it is located east of the town at Keddington.

Much of the medieval street layout is preserved in the modern street layout in the centre of the town. Upgate is near the centre of the medieval town, just south of the church. Burials have been found at the north end of Upgate indicating that there was a medieval cemetery on the south side of the church which has been encroached upon by buildings. Gospelgate lay on the fringes of the medieval settlement south-west of the Market Place and south of the parish church. Edward Street lies at the west of the medieval town core.

An archaeological excavation was undertaken in the car park of the Greyhound public house in September 2004. Several phases of buildings and yard surfaces dating from the mid 13th century were identified (report in progress).

Aims and Objectives

The aims of the watching brief were to identify, characterise and record any archaeological remains that may have been disturbed by the groundworks phase of the development.

Method

The first phase of the work consisted of the excavation of a pit for the construction of a new caisson pumping station. The area was c.15.00m x c.15.00m with an overall depth of 14.00m from the present ground surface. The excavation was undertaken by a 360^o tracked machine equipped with an extended arm and a toothed grab bucket. The next phase consisted of open trenching and pipe installation. Several manholes were excavated at intervals along the pipeline. All excavation was undertaken by a tracked 360^o machine equipped with either a 0.60m wide toothed bucket or a 1.60m smooth bladed dyking bucket depending on the conditions and application. Machining was monitored by LAS project officer Richard Pullen MA PIFA. Work began on the 18th March 2005 and was completed three months later on the 27th June 2005. A full photographic record was maintained during the work.

Results

The overall depth of the pit for the caisson pumping station in the car park of the Greyhound Inn was 14.00m from the present ground surface. The area had already been subject to an archaeological excavation in September 2004 when the natural grey/brown boulder clay was noted at a depth of c.2.00m below the present ground surface. The same layer was observed during the watching brief and consequently archaeological monitoring of this area ceased at this depth. There were no further archaeological finds within this area of the site.

Two open cut trenches, 0.60m wide and up to 1m deep, were excavated radiating out from the main pumping station tank. The first led north-west and contained a 0.30m diameter pre-formed sectional concrete pipe and the other led south-west to a brick-cased control module on the western boundary of the site (Fig. 2). Both trenches crossed the previously excavated part of the car park and only occasional visits were made to ensure that no further archaeological remains were present. Two manholes were excavated at the entrance to the car park. The first was dug within the area previously investigated in 2004 and was monitored intermittently. The second manhole was located in Gospelgate and was monitored throughout its excavation. Several services, including gas, electricity and water were present within both manholes at depths of c.0.70m to c.1.00m. The presence of so many services in such a confined space resulted in a very disturbed stratigraphy comprising mid grey/brown silty sand with limestone and rubble inclusions to a depth of c.1.20m. Beyond this depth an undisturbed grey/brown silt was noted to a depth in excess of the developers final formation level. No archaeological finds or features were noted during the excavations.

The next phase of works consisted of the excavation of manholes and pipe trenches along Edward Street (Fig. 2). These trenches showed a relatively undisturbed sequence of road build-up and rubble overlying a firm mid brown natural boulder clay. No archaeological finds were noted during these works although the natural clay did become slightly darker as the excavations proceeded south, probably indicating waterlogging along the south side of Gospelgate. The trenching undertaken in Uppgate revealed a large amount of modern services for water, gas and electricity overlying an undisturbed red brown clay natural as observed elsewhere during the watching brief. No archaeological finds or features were noted during these works.

Conclusion

The watching brief undertaken in Louth failed to locate any archaeological finds or features. This lack of archaeology can be attributed entirely to the presence of modern disturbance and services. The darker clay observed towards the southern end of the Edward Street coincides with similar material noted in the 2004 excavations in the Greyhound car park. It was concluded that the entire southern side of Gospelgate would probably have been marshy ground prior to the post-medieval period and the findings from the recent watching brief agree with this. The fact that the undisturbed clay noted in Edward Street and Uppgate is only cut by 19th century road build-up supports the theory that this area was perhaps too boggy for development until this period.

The disappointing absence of archaeological remains does not necessarily indicate a lack of activity in the observed areas, merely that modern services have destroyed the record in the observed portions of the roadways. The lack of finds could also be partly due to the manner of observation, artefact collection by machine in confined and often dangerously deep excavations dictated that had any material been located it would have been collected from within the machine bucket.

Acknowledgements

Lindsey Archaeological Services is grateful for the full and continued help and co-operation given by all of the contractors and individuals who assisted in the completion of the works at Louth, particularly Anglian Water Services Ltd, AMEC and John Martin Hoyes Ltd. The illustrations were prepared by the author. The report was edited by Naomi Field.

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Lindsey Archaeological Services
21st July 2005

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Colour Photographs from LAS film N° 05/02, 05/41, 05/47, 05/49 and 05/60

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Fig.1 Location of Louth © Crown copyright: c reproduced from the 1:50,000 Explorer Ordnance Survey map with the permission of the Controller of the HMSO. NAL Licence No. BG 27304X3)



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