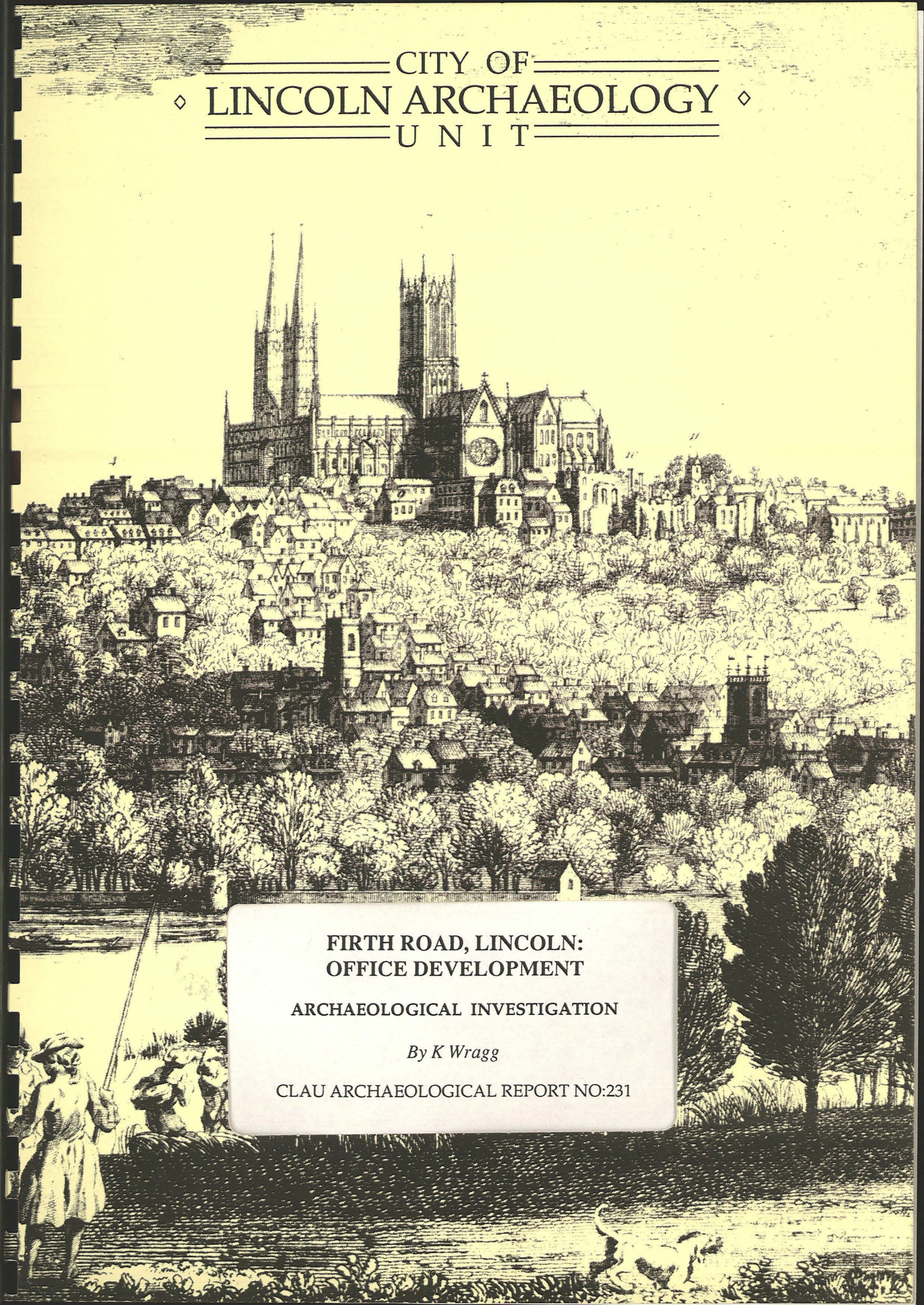


— CITY OF —  
◇ LINCOLN ARCHAEOLOGY ◇  
— U N I T —



**FIRTH ROAD, LINCOLN:  
OFFICE DEVELOPMENT**

**ARCHAEOLOGICAL INVESTIGATION**

*By K Wragg*

**CLAU ARCHAEOLOGICAL REPORT NO:231**



E2169.34 527

SL15276

96/5

70098  
Redevelopment

**A**  
**Report to**  
***Morley Newborn Architectural Technicians***  
**on behalf of**  
***Lindsey Securities Ltd***

**March 1996**

---

**Prepared by**

*The City of Lincoln Archaeology Unit*  
*Charlotte House*  
*The Lawn*  
*Union Road*  
*Lincoln*  
*LN1 3BL*

*Tel: Lincoln (01522) 545326*

*Fax: Lincoln (01522) 548089*

© CLAU

**FIRTH ROAD, LINCOLN:  
OFFICE DEVELOPMENT**

**ARCHAEOLOGICAL INVESTIGATION**

*By K Wragg*

**CLAU ARCHAEOLOGICAL REPORT NO:231**

# FIRTH ROAD, LINCOLN: OFFICE DEVELOPMENT

## ARCHAEOLOGICAL WATCHING BRIEF

### 1.0 INTRODUCTION

This project was prompted by plans to redevelop an area to the south of Firth Road, immediately to the west of the High Street. Proposals included the refurbishment of an existing 19th century stone building on the site (part of the former Midland Railway stables), together with the phased construction of three further buildings, all ultimately to form office units.

Given the sensitive nature of the site, lying both within an area of high archaeological importance, and the West Parade & Brayford Conservation Area (No.6), it was proposed that the potential risk to buried archaeological remains should be evaluated to allow an adequate mitigation strategy to be formulated.

In order to be mutually beneficial to both archaeologist and developer, it was decided that joint archaeological/geotechnical investigation should be undertaken, by means of limited trial pit excavation, and this was carried out in June 1992.

As a result of the evaluation, it was clear that important archaeological deposits remained intact below a depth of c.800mm from the existing ground level (see 3.0 below), and it was therefore recommended that all subsequent groundworks should be limited to this nominal depth across the site, and the Planning Consent was conditioned accordingly.

No further work was then undertaken on the site until 1994, when the first phase of the redevelopment, the refurbishment of the existing stone building, was begun. This element of the works was only of limited value archaeologically, comprising only internal modifications and cleaning of the structure, together with site levelling and limited service installation, the latter only involving relatively shallow excavation.

At the time of the publication of this report the final phases of the development, i.e., the construction of the remaining three office units on the site, have not yet begun. A further report detailing any revealed archaeology will be issued when/if this final phase is completed.

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).

### 2.0 HISTORICAL AND ARCHAEOLOGICAL BACKGROUND

The site is located at NGR SK 9730/7057<sup>7067</sup> in the Wigford area of Lincoln and is bounded by the High Street to the east, the River Witham to the west, and the former St.Mark's station site to the north.

Although no archaeological investigation has previously been carried on the site under consideration in this report, several elements of the St.Mark's station site have been investigated.

The results from this work indicate that the former railway station site was originally part of a Roman commercial suburb lying to the south of the main defensive area, with properties fronting on to Ermine Street (High Street).

The features recorded during excavations between the station platforms have comprised a 2<sup>nd</sup>-century timber structure, possibly used for smithing, followed by mid 3<sup>rd</sup>-century stone-founded "strip" buildings, the latter appearing to continue in use into the mid-to-late 4<sup>th</sup> century, when the walls were robbed to their foundations and massive dumps raised the ground level by c.1m (the area of dumping appears to have extended c.20m beyond the backs of the strip buildings).



Lying above the Roman remains were pits and postholes indicating occupation from the early 10<sup>th</sup> century. Between the mid-10<sup>th</sup> and mid-11<sup>th</sup> centuries massive dumps extended west towards the river as far as the limits of excavation. There were also traces of timber buildings on both sides of the High Street.

By the end of the 12<sup>th</sup> century a lane had extended to the west from the High Street, situated roughly between the present station platforms. This gave access to buildings which had been erected on either side of the lane. By the 13<sup>th</sup> century (c.1269) the land to the north of the lane became part of the Carmelite Friary. Between the 14<sup>th</sup> to 15<sup>th</sup> centuries the lane went out of use; to the north it was sealed by the friary graveyard and to the south was a series of rooms, sharing a north wall but each with a large hearth.

A parish church, St. Edward the Martyr, together with associated graveyard, was also in use during the medieval period, situated to the south-east corner of the present St. Mark's station site close to the modern junction of High Street and Firth Road. The date of its establishment is not known, but it seems likely that this church was founded by the Norman Conquest, and would have shown a similar sequence of development until its abandonment by the 16<sup>th</sup> century.

Later levels have been partially truncated by the construction of the Midland Railway which opened in 1846, and from this date the majority of the occupation on the site was mainly concerned with railway expansion and operation, including the stone building present on this site, which was originally part of the Midland Railway stables.

### 3.0 RESULTS

Of the two phases of work carried out on the site, only that associated with the combined archaeological/geotechnical investigation undertaken in 1992 revealed stratified deposits, the later site clearance work and service trenching (1994) only involving relatively shallow excavation.

The aforementioned 1992 investigation revealed approximately 2.7m of the underlying strata, and identified preserved archaeological deposits between 0.8m and 2.4m, at which point the natural river terrace sand was encountered.

The sequence of deposits recorded was as follows:

The earliest deposit was a layer of yellow-brown silty, clayey sand containing no obvious inclusions, which was at least 300mm thick and continued to the limit of excavation, and is assumed to be the natural river sand deposit.

This sand layer was overlain by a thick layer of apparently homogeneous mid grey-brown sandy, clayey silt containing, towards its upper boundary, occasional small pieces of pottery and tile. It is likely that this "layer" was actually made up of several different individual deposits, but the trench depth precluded careful cleaning, and this could not be confirmed for certain. Pottery and tile fragments recovered from this context have been dated to the early 14<sup>th</sup>-early 16<sup>th</sup> and the mid 12<sup>th</sup>-mid 15<sup>th</sup> centuries respectively.

Above this layer was dump of mid-dark brown sandy loam, mixed with building debris, assorted rubbish and plaster fragments, which was between 200mm and 800mm thick (in the locations where this deposit was found to be only 200mm thick, this was due to later truncation by foundations).

### 4.0 CONCLUSIONS

While only limited information has been recovered from the site thus far, it is clear that substantial buried remains might be preserved below a depth of approximately 800mm (and potentially at higher levels at some locations), especially in view of the recent major discoveries made to the north of Firth Road (in conjunction with the redevelopment of the former station site).

It is therefore important that any future groundworks are monitored, to allow the nature of any revealed archaeological remains on this site to be recorded, thereby hopefully helping to further increase our understanding of the land use in this area of the City.

### 5.0 ACKNOWLEDGEMENTS

The City of Lincoln Archaeology Unit would like to thank the following for their assistance during this project: Mr P. Morley, Morley Newborn Architectural Technicians, 16a Portland Street, Lincoln, LN5 7JX; Mr



J.Taylor, Lindsey Securities Ltd, 465 High Street, Lincoln LN5 8JB; Mr S.Pope, Trent Valley Developments.

## 6.0 BIBLIOGRAPHY

Cameron, K 1985 *The Place Names of Lincolnshire. Part 1: The place names of the county of the City of Lincoln*, Engl Place-Name Soc Field-Name Stud 58, Engl Place-Name Soc, [LAM BIB60;wigvol ]

Camidge, K 1986 St Mark's Station, in Nurser, E (ed) *Archaeology in Lincolnshire 1985-1986*, Annu Rep Trust Lincolnshire Archaeol 2, 25-7, Trust Lincolnshire Archaeol, Lincoln, [LAM BIB68 ]

Gilmour, B J J & Jones, M J 1978 St Marks, in - (ed) *Lincoln Archaeological Trust 1977-1978*, Annu Rep Lincoln Archaeol Trust 6, 13, Lincoln Archaeol Trust, Lincoln, [LAM BIB190 ]

Gilmour, B J J 1981 St Marks, in Jones, M J (ed) *Excavations at Lincoln. Third Interim Report: Sites outside the walled city 1972-1977* *Antiq J* 61, 92-101, [LAM BIB201 ]

Otter, M & Jones, M J 1987 St Mark's Station, in Nurser, E (ed) *Archaeology in Lincolnshire 1986-1987*, Annu Rep Trust Lincolnshire Archaeol 3, 27, Trust Lincolnshire Archaeol, Lincoln, [LAM BIB391 ]

Otter, M & Jones, M J 1988 St Mark's Station 1987, in - (ed) *Archaeology in Lincolnshire 1987-1988*, Annu Rep Trust Lincolnshire Archaeol 4, 24, Trust Lincolnshire Archaeol, Sleaford, [LAM BIB392 ]

Trimble, R 1994 *The Former St Marks Station, High Street, Lincoln*, CLAU Archaeol Rep 95, City Lincoln Archaeol Unit, Lincoln, [LAM BIB959 bra94/30/1 ]

Wilkinson, T J 1986 *Sedimentary deposits. Site visit to test trench to W of St Marks Station*, Unpublished report for City Lincoln Archaeol Unit, [wigvol;BIB707 z86/27/1 ]

Wragg, K 1994 *Site of the Former St Mark's Railway Station, High Street, Lincoln*, CLAU archaeological report 142, City Lincoln Archaeol Unit, Lincoln, [LAM BIB667 ]

## 7.0 LHA NOTE/ARCHIVE DETAILS

### 7.1 LHA NOTE DETAILS

CLAU CODE: ON505

PLANNING APPLICATION NO.:  
LG36/0125/92; LG36/0186/94

FIELD OFFICER: K.Wragg

NGR: SK 9730/7057 7067 MBT

CIVIL PARISH: Lincoln

SMR No.: 70098

DATE OF INTERVENTION: 23/06/92 -  
04/11/94

TYPE OF INTERVENTION: Watching Brief

UNDERTAKEN FOR: Morley Newborn  
Architectural Technicians, on behalf of  
Lindsey Securities Ltd.

### 7.2 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.: -

ACCESSION DATE: -

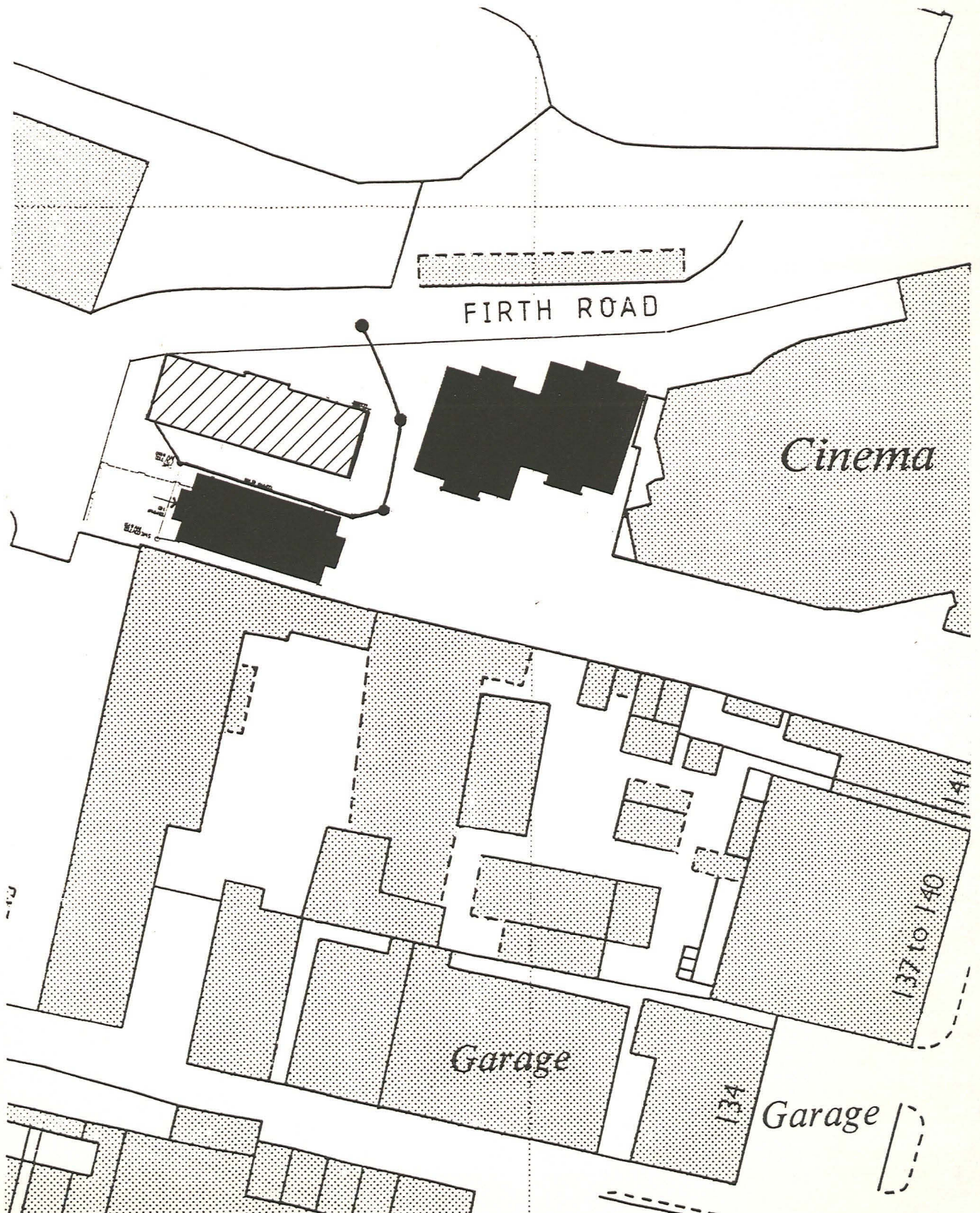


KEY

- Proposed Office Units
- ▨ Refurbished Stone Building



|   |                       |                |
|---|-----------------------|----------------|
| <b>CITY OF LINCOLN ARCHAEOLOGY UNIT</b> |                       |                |
| SITE CODE: ON505                        | PLANE/LEV/SECTION NO: |                |
| CLIENT: Lindsey Securities Ltd.         |                       |                |
| DESCRIPTION: Site Location Plan         |                       |                |
| SCALE: 1:500                            | ARCHIVE NO:           |                |
| DRAWN BY:                               | CHECKED:              | DATE: 29/03/96 |
| MUSEUM ACCESSION NO:                    |                       |                |



Reproduced from the 1969 Ordnance Survey 1:500 map with the permission of The Controller of Her Majesty's Stationery Office, © Crown copyright.

Fig.1