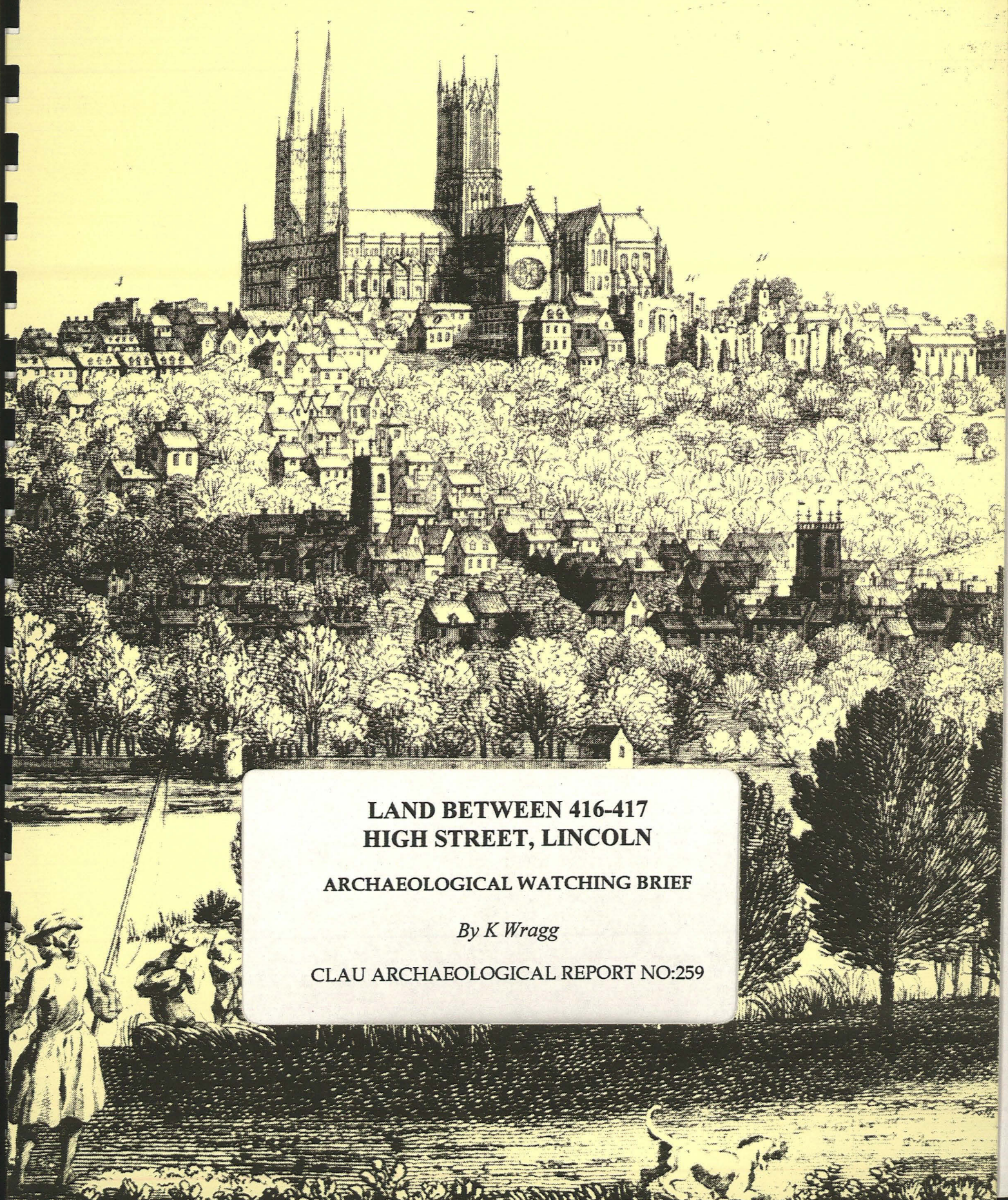


CITY OF
◇ LINCOLN ARCHAEOLOGY ◇
U N I T



**LAND BETWEEN 416-417
HIGH STREET, LINCOLN**

ARCHAEOLOGICAL WATCHING BRIEF

By K Wragg

CLAU ARCHAEOLOGICAL REPORT NO:259

A
Report to
Stephen Roberts Associates
on behalf of
D'Arcy International Ltd

August 1996

Prepared by

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Archaeological Watching Brief

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LAND BETWEEN 416-417 HIGH STREET, LINCOLN

ARCHAEOLOGICAL WATCHING BRIEF

1.0 INTRODUCTION

This project was prompted by plans by D'Arcy International Ltd to redevelop a plot of land to the east of High Street, to provide new retail/residential accommodation. The plot measured approximately 35m square (see Figs.1 & 2), and until recently had lain beneath the embankment of the Lincoln railway avoiding line (constructed in 1882). Removal of the embankment material and the remains of the brick-built bridge abutments (which carried the line over the High Street) was completed during 1995, but a substantial reinforced concrete abutment slab still remained along the western side of the site.

Demolition of this slab and backfilling of the subsequent trench with limestone hardcore, together with the "culvertising" of part of the drain running along the northern boundary of the site, and general levelling and preparation formed the first phase of proposed groundworks. The second phase comprised the installation of piled foundations, including excavation of groundbeams, with the final phase being the actual construction itself. In addition to the building works, some limited trenching was also proposed to establish service runs both across the site, and between the High Street and the remaining areas of former railway land to the east (it is likely that this remaining land will be redeveloped for residential use in the near future).

In view of the previous archaeological discoveries in the area surrounding the proposed development, it was considered important (notwithstanding the likely disturbance caused by the foundations for the bridge abutment) that an archaeological scheme of investigation was carried out during the groundwork phases, to ensure that at least a documentary record of any buried features could be secured.

Consequently, during April 1996, the City of Lincoln Archaeology Unit (C.L.A.U.) was commissioned by Stephen Roberts Associates (Architects), on behalf of D'Arcy International Ltd, to provide an intermittent watching brief on the proposed groundworks, in accordance with a condition of planning consent.

Archaeological monitoring of the project took place between 24th April and 5th July 1996.

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 Unit's Article of Association, the Code of Conduct of the Institute of Field Archaeologists and *The Management of Archaeology Projects 2* (English Heritage, 1991).

2.0 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

The site is located in an area of known archaeological importance lying between the two major Roman roads approaching the city from the south (the *Fosse Way* lies to the west of the site, and follows approximately the line of the modern High Street, while *Ermine Street* originally ran to the east of the site, ultimately joining with *Fosse Way* further to the north), in a Roman commercial suburb lying to the south of the main defensive area.

Evidence has been revealed showing Roman occupation from the 1st century A.D. through to the late 4th century, including the remains of a cemetery, and both timber and stone buildings. The nature of the recovered finds seems to suggest that the buildings represent shops or workshops, some possibly associated with metalworking, together with other possibly more monumental structures.

Investigation of the Roman commercial suburb over recent years has shown that it extended for a considerable distance and has so far yielded the remains of at least sixteen traders' houses. Lincoln is now a well-quoted example of Roman suburban occupation.

Following on from the Roman period, this area appears to have been largely abandoned during the early Saxon period, but by the 10th and 11th

centuries, a thriving community appears to have occupied this area, developing into the medieval suburb of *Wigford*.

From the time of the Norman Conquest, occupation and development, although periodically waxing and waning in common with the fortunes of the City in general, has been constant, and it is therefore possible that remains from any of these periods of the City's history could be preserved on this site.

The most recent, and most relevant, archaeological investigation carried out in the immediate vicinity of the site was located on the western side of the High Street, on a similar plot of land released by the removal of the disused railway embankment. Although (as expected) the foundations for the abutment had truncated any buried archaeological remains, relatively undisturbed archaeological deposits were present, often at shallow depth, in the area immediately to the north of the abutment slab and throughout the north western part of the site, where evidence for possible medieval or early post medieval structures was recovered (Trimble, 1994).

3.0 RESULTS

The major groundworks on the site comprised the demolition of the existing reinforced concrete bridge abutment slab, followed by the backfilling of the resultant trench with limestone hardcore to provide a level base prior to piling and excavation for groundbeams.

Unfortunately (but not totally unexpectedly) the disturbance caused by the concrete foundations had completely truncated any possible surviving archaeological remains, with the result that no sign of any archaeological finds or features could be seen.

Only one element of the groundworks, the excavation for the service link between the High Street and the area to the east of the site, lay beyond this zone of disturbance, and it was in this area that the only archaeological deposits were recorded.

This trench was between 800mm and 1500mm wide and was excavated to depths of between 1.7m and 2.4m (rising to the east). The westernmost 20m length of the trench cut through the area disturbed by the abutment

slab, but beyond this, several archaeological features could be seen in the exposed section (see Fig.3). Unfortunately, owing to the depth of the trench, safe access was impossible, and therefore detailed investigation of the deposits could not be carried out, and no dating evidence could be recovered.

The earliest deposit recorded was a c.1.0m thick (to the limit of excavation), moderately compacted mid-light grey-brown sandy earth dump layer [105], containing moderately frequent limestone and tile inclusions (c.15%).

This layer was present throughout the trench and was cut by at least two large features, [104] and [107]. The easternmost of the two, [107], had steep sides (at between 45 and 60 degrees to the horizontal), breaking sharply from the surface, and measured approximately 1.0m E-W, and c.600mm deep. [104] had sides at approximately 45 degrees, again breaking sharply from the surface, but was in excess of 1.2m deep (continuing below L.O.E.).

Cut [107] was filled with a moderately compacted light, slightly yellow, brown sandy earth [106] containing only occasional small limestone flecks, while [104] was filled by [103], a moderate-loose compacted light, slightly yellow-orange, brown clayey earth, which contained c.50% small-medium sized limestone fragments, and c.5% small tile pieces. Both fills were then sealed by a 200mm thick layer of well-moderately compacted mid grey-brown clayey earth [102], containing only occasional small limestone flecks and pieces.

This latter deposit was present across the site and was overlain by a layer of moderately compacted mid brown sandy earth [100], containing frequent brick, limestone and concrete inclusions. [100] was the existing surface deposit in the areas undisturbed by the bridge abutment foundations, and was cut by said foundations, and several shallow modern drains and services. Towards the eastern end of the site, [100] was itself overlain by [101], a moderate-loose compaction, very mixed, dump layer comprising small-medium sized pieces of limestone, coal fragments, and roots, mixed with fine mid brown earth. This layer appeared to have been deposited either during the preliminary groundworks associated with this contract, or during the clearance of the railway embankment.

4.0 DISCUSSION OF RESULTS AND CONCLUSIONS

Notwithstanding the potential of the site, as related above, the results from this watching brief have proved to be largely inconclusive, with no dating evidence being recovered. While it is apparent that preserved archaeological features are present, at least at the eastern side of the site beyond the area of disturbance caused by the bridge abutment, it has not been possible to determine the period, or periods, of occupation and activity represented by these features, nor their function.

At the time of writing, it is understood that further construction work is planned immediately to the east of the site, and it is possible that archaeological work will also be recommended for these areas. If this proves to be the case, additional evidence might be uncovered by this work to allow the results revealed thus far to be better placed in their true historical context.

5.0 ACKNOWLEDGEMENTS

The City of Lincoln Archaeology Unit would like to thank the following for their assistance during this project: D'Arcy International Ltd; Mr S.J.Roberts, of Stephen Roberts Associates.

6.0 BIBLIOGRAPHY

Trimble, R 1994 *Residential Development at the Junction of High Street and Peel Street*, CLAU Archaeol Rep 130, City Lincoln Archaeol Unit, Lincoln, [BIB936 hsc94/30/1]

Vince, Alan & Jones, Michael J (eds) 1990 (Revd edn) *Lincoln's Buried Archaeological Heritage*, City Lincoln Archaeol Unit, Lincoln, [LAM BIB487]

7.0 LHA NOTE/ARCHIVE DETAILS

7.1 LHA NOTE DETAILS

CLAU CODE: HSE96

PLANNING APPLICATION NO.:
LF44/0559/95

FIELD OFFICER: K.Wragg

NGR: SK 9730/7015

CIVIL PARISH: Lincoln

SMR No.: n/a

DATE OF INTERVENTION: 24/04/96 -
05/07/96

TYPE OF INTERVENTION: Watching Brief

UNDERTAKEN FOR: Stephen Roberts
Associates, on behalf of D'Arcy International
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.: 62.96

ACCESSION DATE: -

CITY OF LINCOLN ARCHAEOLOGY UNIT

SITE CODE: HSE96

PLAN/ELEV/SECTION NO:

CLIENT: Stephen Roberts Associates
on behalf of D'Arcy International

DESCRIPTION: Site Location Plan

SCALE: 1:1250

ARCHIVE NO:

DRAWN BY:

CHECKED:

DATE:

MUSEUM ACCESSION NO: 62.96

KEY



Location of Site

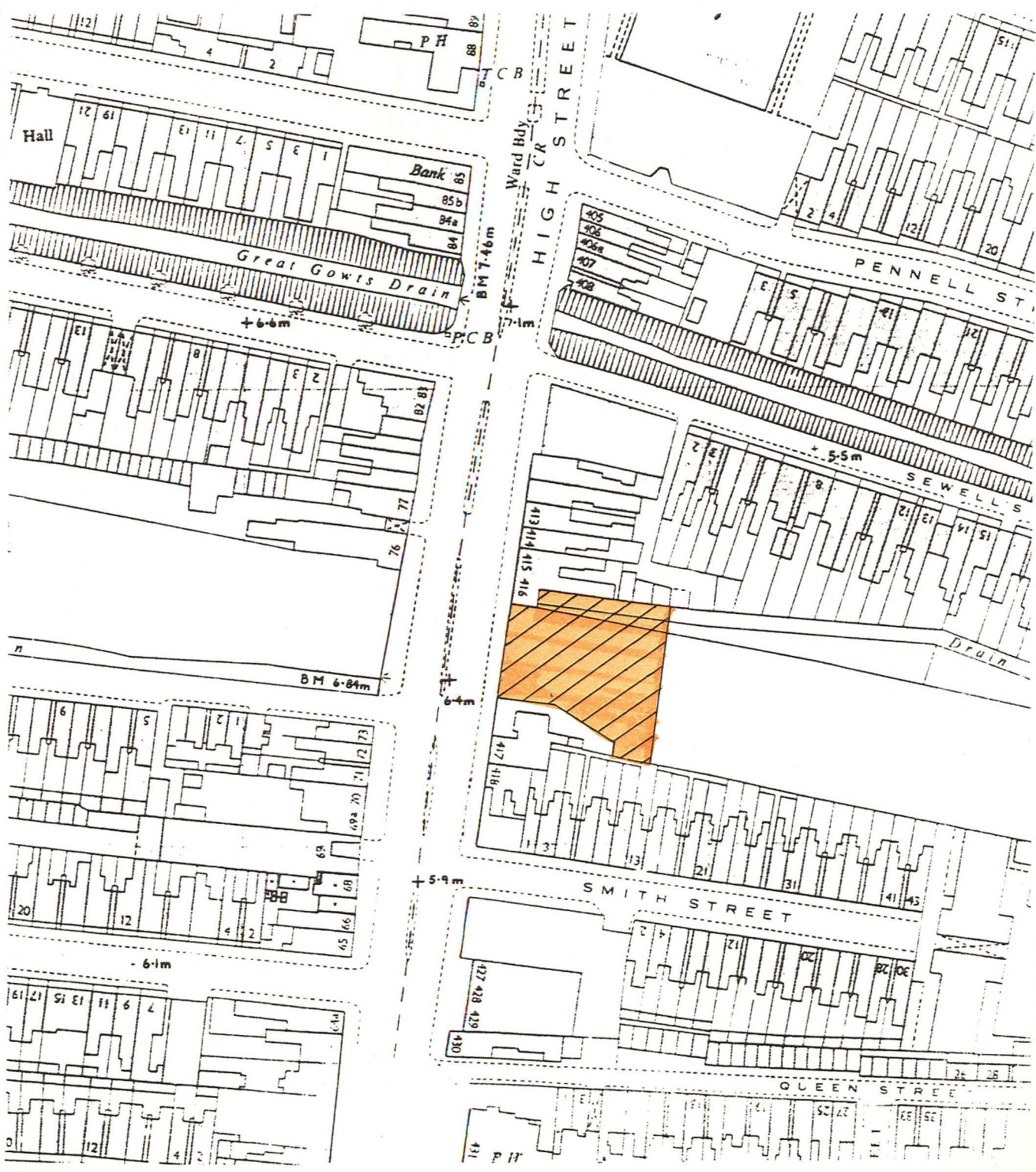
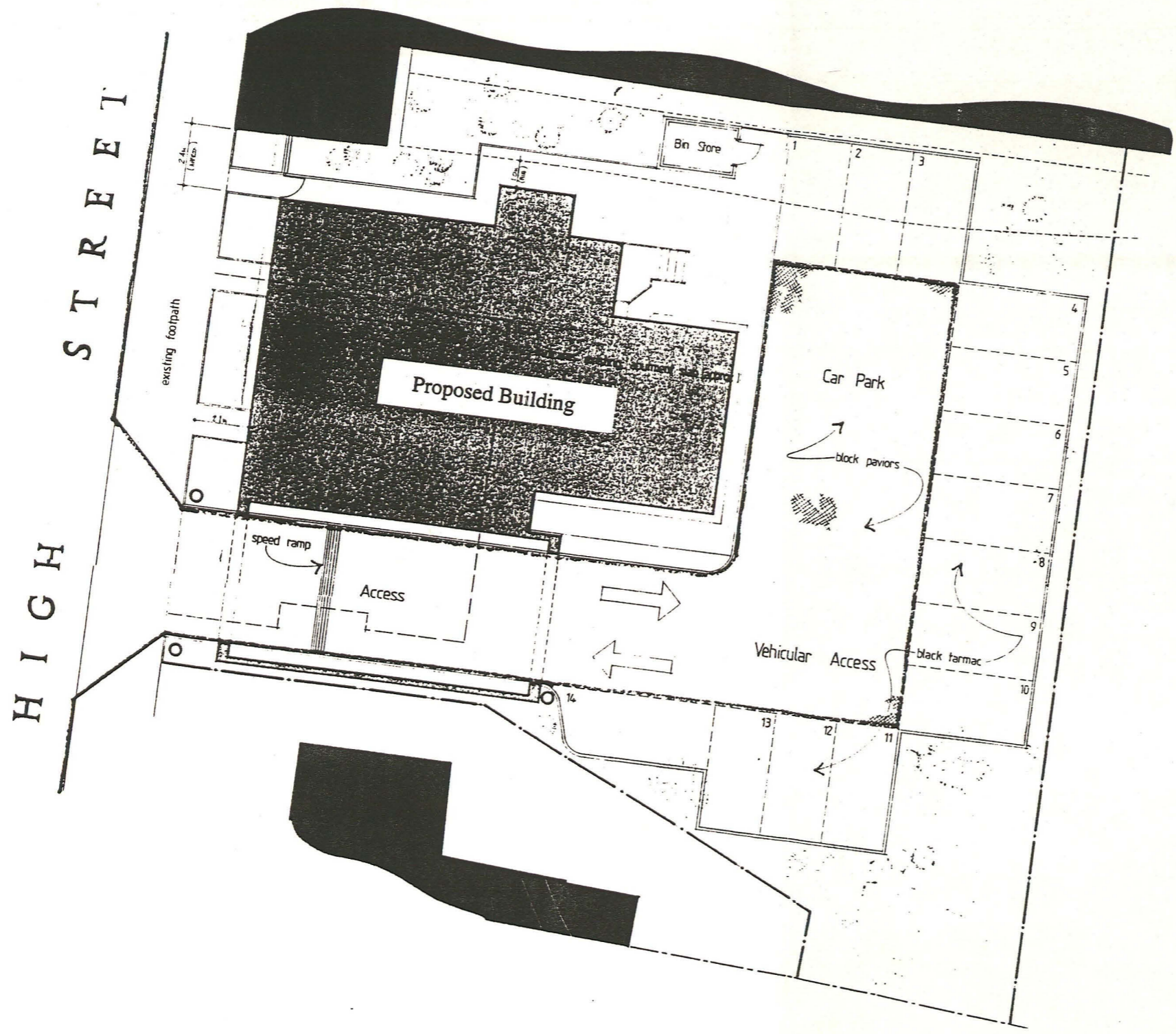


Fig.1

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: HSE96	PLAN/ELEV/SECTION NO:	
CLIENT:	Stephen Roberts Associates on behalf of D'Arcy International	
DESCRIPTION:	Plan of Proposed Development	
SCALE: 1:200	ARCHIVE NO:	
DRAWN BY:	CHECKED:	DATE:
MUSEUM ACCESSION NO: 62.96		

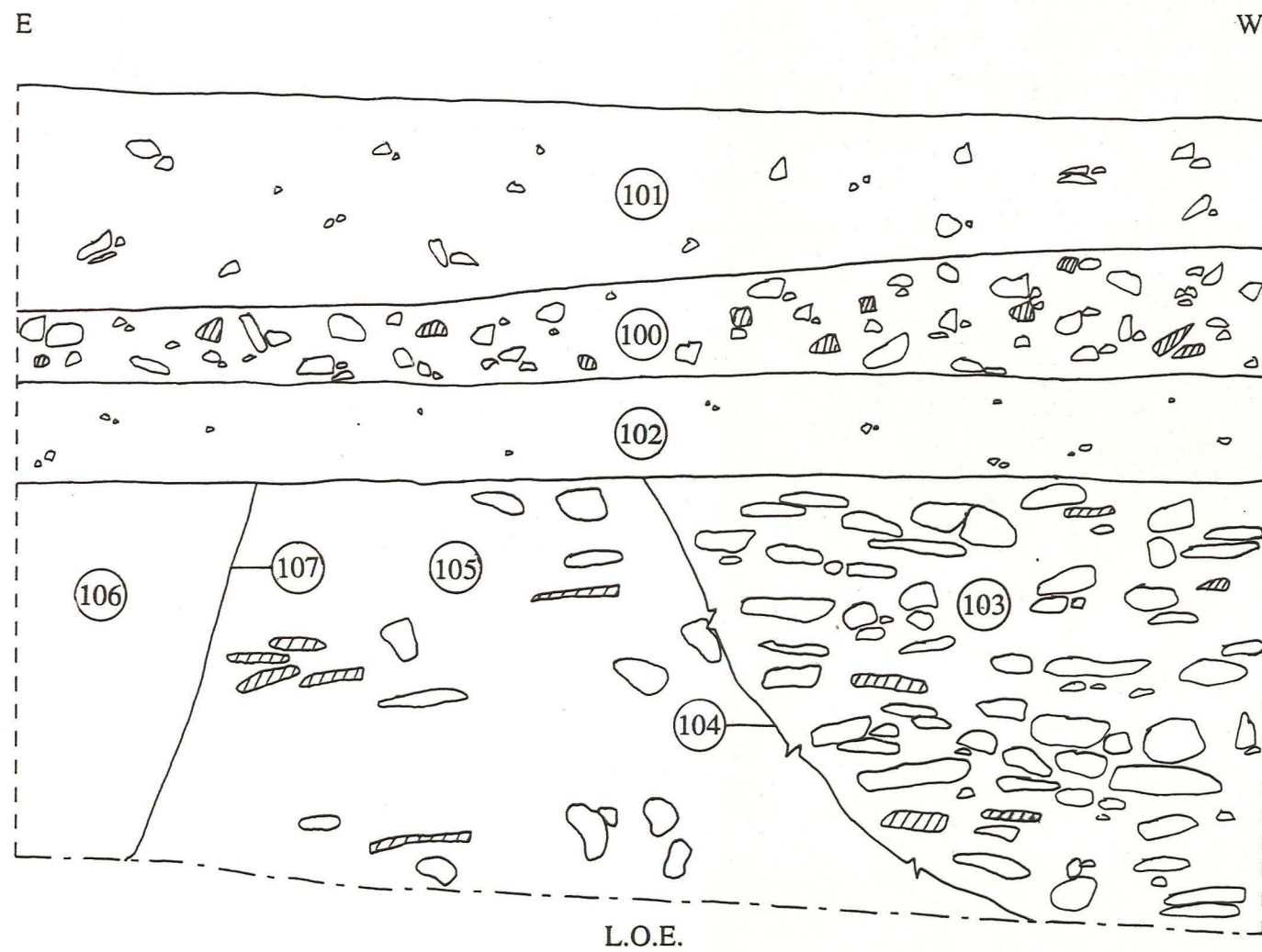


Based upon Stephen Roberts Associates' drawing no.95055/D/12

Fig.2

CITY OF LINCOLN ARCHAEOLOGY UNIT

SITE CODE: HSE96		PLAN/ELEV/SECTION NO:	
CLIENT: Stephen Roberts Associates on behalf of D'Arcy International			
DESCRIPTION: North-Facing Section			
SCALE: 1:20		ARCHIVE NO:	
DRAWN BY: K.W.		CHECKED:	DATE: 11/06/96
MUSEUM ACCESSION NO: 62.96			



KEY



-  Limestone
-  Brick/Tile

Fig.3