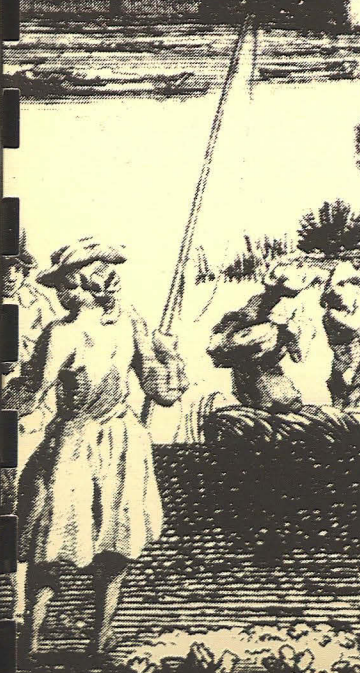


CITY OF
◇ LINCOLN ARCHAEOLOGY ◇
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**THE FORMER BRAY'S GARAGE,
HIGH STREET/SPENCER STREET,
LINCOLN**
ARCHAEOLOGICAL WATCHING BRIEF
By K Wragg
CLAU ARCHAEOLOGICAL REPORT NO:258





20.11.95
TEL: 0222 330724
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Lancashire County Council

A
Report to
305 Management Services
on behalf of
Save Service Stations Ltd.

November 1996

Prepared by

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THE FORMER BRAY'S GARAGE, HIGH STREET/SPENCER STREET, LINCOLN

Archaeological Watching Brief

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THE FORMER BRAY'S GARAGE, HIGH STREET/SPENCER STREET, LINCOLN

ARCHAEOLOGICAL WATCHING BRIEF

1.0 INTRODUCTION

This project was prompted by plans to redevelop part of the former Bray's Garage site, at the southern end of High Street (see Fig.1 for location).

The previous petrol station on the site had been disused for some time, and it was now proposed to modify elements of the site layout to allow better use of the available space. The previous arrangement had suffered from inconvenient access, and was set back from the High Street to such an extent that the majority of the site was hidden from view.

Entry to the site was to be improved by the demolition of a large building fronting on to the High Street (No.471/472 High Street), while the location of the petrol station itself was to be moved to the south-western corner of the site (i.e., adjacent to the High Street). Facilities would be further improved by providing new car-wash and jet-wash facilities as part of the redevelopment.

In view of the proximity of known archaeological features (see 2.0 below), it was considered important that any groundworks on the site, particularly the deep excavations associated with the new fuel storage tanks, be monitored archaeologically, and planning consent was conditioned to this effect.

In order to discharge the planning condition, 305 Management Services commissioned the City of Lincoln Archaeology Unit (C.L.A.U.) to provide the required watching brief, with archaeological observations being carried out between 10th April & 8th 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 at NGR SK 9730/6975 at the southern extremity of the "Wigford" area of Lincoln. The name "Wigford" applies to that part of the City between the River Witham to the north and the St.Catherines area and South Common to the south, and is derived from that of the medieval suburb covering the same area (Cameron 1985, 45-6). It appears to mean "the ford by the wic, or vicus" (street or quarter). The current site is bounded by the High Street to the west, Cross Spencer Street to the east (and Sincil Dyke beyond), Spencer Street to the north and the South Bar Church to the south (again with Sincil Dyke ultimately beyond this; see Fig.1).

Several archaeological features have been identified in the immediate area of the site dating from both the Roman and the medieval periods. These include the remains of the Roman *Fosse Way*, one of the principal routes into the Roman City from the south, the Sincil Dyke, which is thought to have Roman origins, and the two medieval gateways (*Bargate & Little Bargate*) and associated wall.

The Bargate, which stood on High Street north of the Bargate bridge (see fig.1), was known as "The King's Bar" (*Barra Regis*) in the 12th century, and the sketches by Samuel Buck in the early 18th century show a gateway with a pointed arch and gabled roof, which appear to be rebuilt features. Little Bargate (*Portam Barream Orientalem*) lay to the east (leading to Canwick: see Fig.1), and is shown by Buck to have had a Norman arch, flanked by round towers.

The two gateways, and the short length of wall between them, are the only known defences of the suburb of Wigford, other than waterways. They appear to have largely served the purpose of regulating traffic to the City, and

provided a point for the collection of tolls. The term "bargate" appears to indicate a stone gateway with a "bar", i.e. a length of timber, thrust out to block the road (all refs. Hill, 1990).

The position of the development site immediately within these defensive features, and its proximity to both the Roman and medieval roads suggested that the likelihood of encountering suburban occupation dating from both these periods was high.

This supposition is also further reinforced by the presence of the nearby church of St. Botolph (immediately to the north of the site; see Fig.1), which was probably constructed before 1100.

3.0 RESULTS

Various groundworks were proposed across the site ranging from excavations for buttress foundations along the northern boundary, limited excavations for canopy supports, new drainage runs, and deep excavation for new fuel storage tanks.

The excavations for the majority of the above were largely contained within areas and layers of modern disturbance, and accordingly offered little potential for archaeological discoveries. The latter elements (the excavations for the underground tanks), however, involved much greater depths, and as a result were thought much more likely to reveal any buried archaeological remains.

Unfortunately, in the event, no evidence was found of any archaeological finds or features, with the revealed deposits appearing either relatively modern or natural (i.e., geological) in origin.

The earliest layer recorded was [101], a moderate-loose compaction, mixed multi-banded fine sand (ranging in colour from light brown to mid orange), containing no obvious inclusions. This deposit appeared to be of natural origin and was at least 3.2m thick to the limit of excavation (L.O.E.).

Overlying [101] was an 800mm thick layer, [100], of moderate-loose compaction, mid grey-brown fine sandy soil, containing occasional small limestone inclusions throughout (see Fig.3). The upper parts of the layer contained intrusive modern material

originating from the recent demolition works on the site, but no sign of any archaeological finds or features could be seen.

Layer [100] had been cut in several places towards the western half of the site to allow the insertion of cellars and foundations, associated with the buildings fronting onto the High Street, which appear to date to the late 19th or early 20th centuries.

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 negative, with no sign of archaeological finds or features being revealed.

The deposits that were uncovered were either relatively recent in date, undatable or of natural origin. The absence of any obvious structures or finds in this area may indicate that this parcel of land was open ground immediately inside the City wall (possibly pens for livestock grazing on lands to the south and east, or a "holding" area for livestock and vehicles passing through the toll gate), or that any evidence of early occupation was destroyed by the developments of the 19th and 20th centuries.

It should, however, be noted that despite the substantial depths reached in the area of the underground storage tanks, the majority of the groundworks were of a relatively limited nature. Therefore the survival of archaeological remains in surrounding areas, particularly towards the High Street, and at depths greater than those exposed by this project, cannot be discounted.

5.0 ACKNOWLEDGEMENTS

The City of Lincoln Archaeology Unit would like to thank the following for their assistance during this project: Messrs. N.J.Jennings, P.Stanworth & M.A.Jowett of 305 Management Services, Bradford; Save Service Stations Ltd. (the site owners); Mr Connolly & staff of M.A.Construction Ltd. (the on-site contractors).

6.0 BIBLIOGRAPHY

ACCESSION DATE: -

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]

Hill, J W F 1948 *Medieval Lincoln (reprinted 1965/1990)*, Cambridge Univ Press, London, [LAM BIB228;wigvol]

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

7.0 "LINCOLNSHIRE HISTORY & ARCHAEOLOGY" NOTE / ARCHIVE DETAILS

7.1 LHA NOTE DETAILS

CLAU CODE: HSD96

PLANNING APPLICATION NO.:
4F42/0390/92

FIELD OFFICER: K. Wragg

NGR: SK 9730/6975

CIVIL PARISH: Lincoln

SMR No.: n/a

DATE OF INTERVENTION: 10/04/96 -
08/07/96

TYPE OF INTERVENTION: Watching Brief

UNDERTAKEN FOR: 305 Management
Services, York House, Valley Court, Canal
Road, Bradford, BD1 4SP

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.: 54.96

THE FORMER BRAY'S GARAGE, HIGH STREET/SPENCER STREET, LINCOLN

Archaeological Watching Brief

APPENDIX A - ARCHIVE DEPOSITION

The archive consists of:

No.	Description
1	Site diary
1	Report
2	Context records
3	Scale drawings
1 set	Photographic records - Colour slides
1	Stratigraphic matrix

The primary archive material, as detailed above, is currently held by :

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

It is intended that transfer to the City and County Museum, Friars Lane, Lincoln, in accordance with current published requirements, under Museum Accession Number 54.96, will be undertaken following completion of this project.

CITY OF LINCOLN ARCHAEOLOGY UNIT

SITE CODE: HSD96 | PLANE/ELEV/SECTION NO:

CLIENT: 305 Management Services

DESCRIPTION: Site Location Plan

SCALE: 1:1250 | ARCHIVE NO:

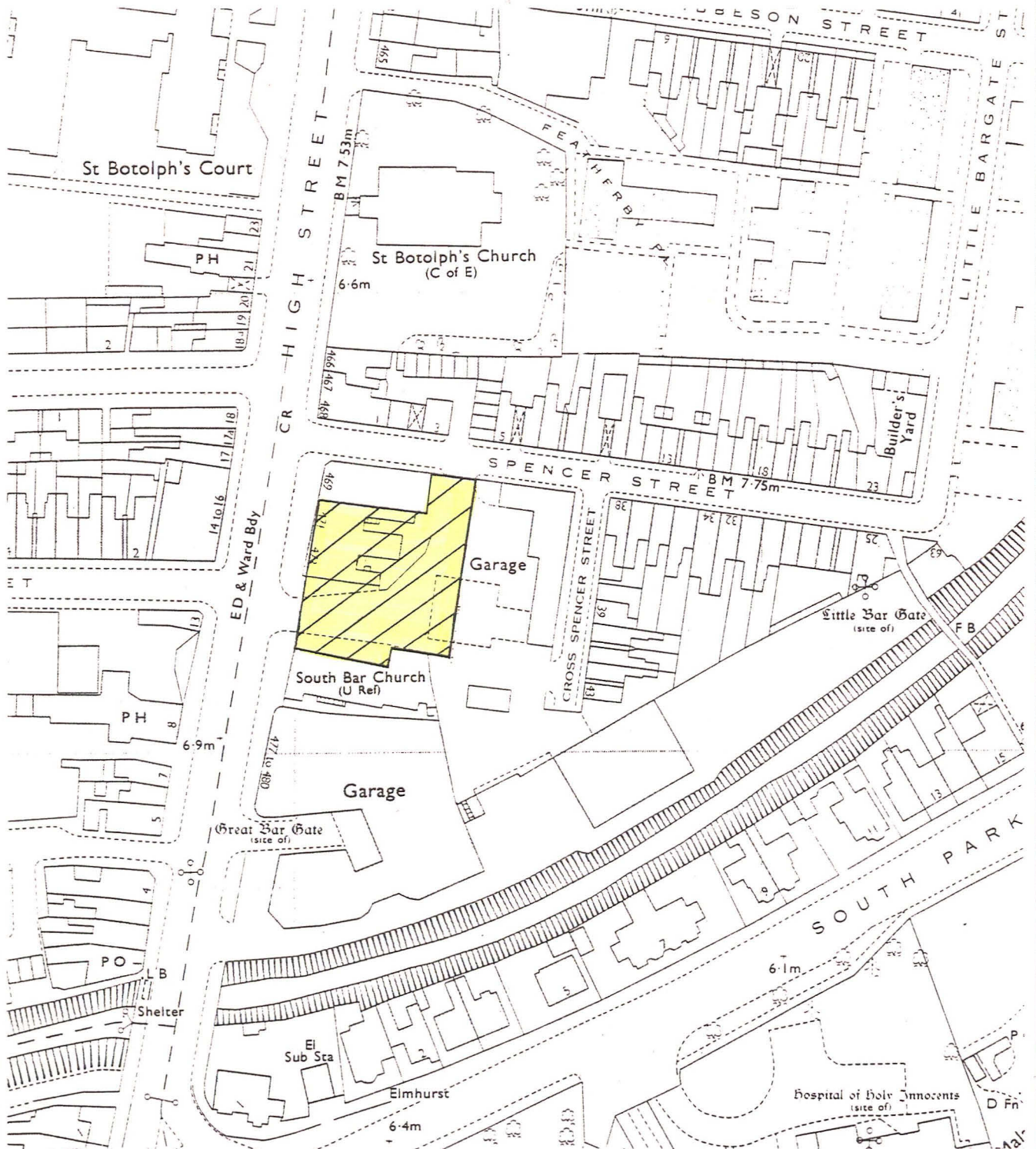
DRAWN BY: | CHECKED: | DATE:

MUSEUM ACCESSION NO: 54.96

KEY



Location of Site



CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: HSD96	PLAN/ELEV/SECTION NO:	
CLIENT: 305 Management Services	DESCRIPTION: Plan of Proposed Development	
SCALE: 1:200	ARCHIVE NO:	
DRAWN BY:	CHECKED:	DATE:
MUSEUM ACCESSION NO: 54.96		



- KEY
- 1. Shop
 - 2. Jetwash
 - 3. Canopy
 - 4. Canopy Support Pillar
 - 5. Buttress
 - 6. Underground Tank
 - 7. Carwash
 - 8. Drainage Inspection Chamber
 - Backfilled Cellar

Based upon 305 Management Services' drawing no.951070/03 A

Fig.2

CITY OF LINCOLN ARCHAEOLOGY UNIT

SITE CODE: HSD96

PLAN/ELEV/SECTION NO:

CLIENT: 305 Management Services

DESCRIPTION:

North-Facing Section

SCALE: 1:20

ARCHIVE NO:

DRAWN BY: K.W.


CHECKED:

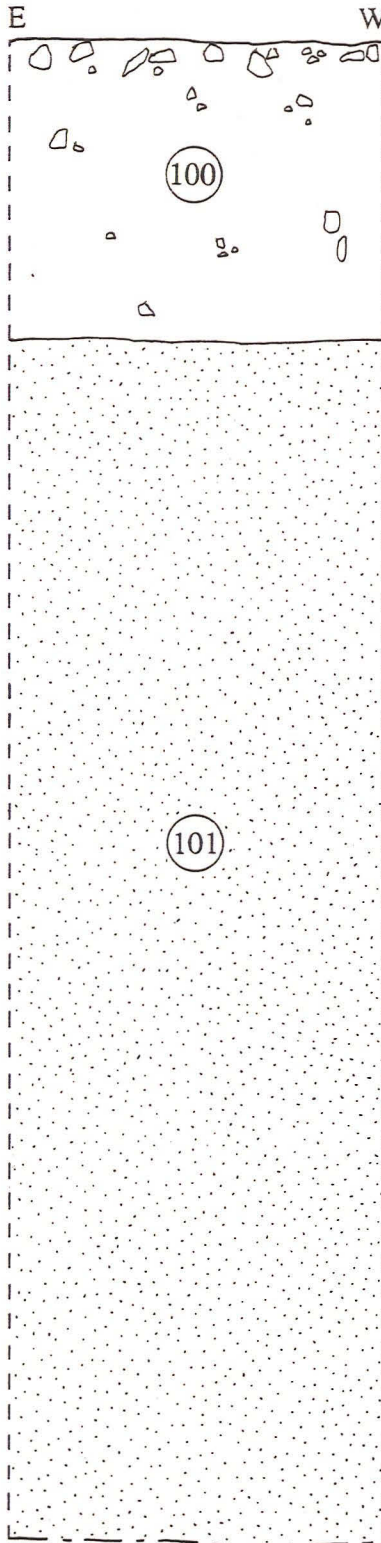
DATE: 11/06/96

MUSEUM ACCESSION NO: 54.96

KEY

 Limestone

 Sand



L.O.E.

Fig.3