

CITY OF
◇ LINCOLN ARCHAEOLOGY ◇
U N I T

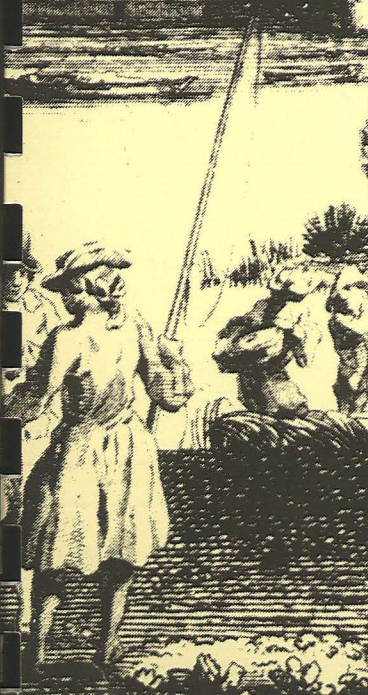


**LINCOLN CITY FOUL WATER
SEWER IMPROVEMENTS:
CARHOLME ROAD, LINCOLN**

ARCHAEOLOGICAL WATCHING BRIEF

By K Wragg

CLAU ARCHAEOLOGICAL REPORT NO:278



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LINCOLN CITY FOUL WATER SEWER
IMPROVEMENTS:
A
Report to
Anglian Water Services Ltd.
CARHOLME ROAD, LINCOLN

November 1996

Prepared by

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Archaeological Watching Brief

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LINCOLN CITY FOUL WATER SEWER IMPROVEMENTS: CARHOLME ROAD, LINCOLN

ARCHAEOLOGICAL WATCHING BRIEF

1.0 INTRODUCTION

During February 1996 the City of Lincoln Archaeology Unit (C.L.A.U.) was approached by Anglian Water Services Limited (A.W.S.L.) to comment on the archaeological implications of a proposed scheme to improve the foul sewer arrangements at the eastern end of Carholme Road, Lincoln.

The site lies in an area of known archaeological importance lying to the south-west of the lower Roman *Colonia*, and to the west of the medieval town wall (which extended as far as the north bank of the Brayford Pool - see 2.0 below). The area is believed likely to contain evidence of Roman, and later, medieval suburban occupation (this area was originally part of the medieval suburb of Newland) and land-use.

The proposed works involved the laying of approximately 90m of new 675mm diameter, and c.15m of new 1200mm diameter, sewer pipe, together with the construction of three new inspection/manhole chambers (1 x 4.0m diameter; 2 x 1.5m diameter). The pipe-run would be largely contained within the city-bound carriageway (i.e. the north-west side) of the existing road (see Fig.2), and all trenches were to be machine-excavated to depths of between c.3.5m and c.5.0m. Because of the depths involved, it was necessary to support the sides of the entire trench with close boarded trench sheet and shoring boxes.

In view of the possibility of encountering important buried archaeological remains, even

given the restraints imposed by the necessary shoring, it was recommended that groundworks should be monitored by means of an intermittent watching brief. Accordingly, during February 1996, the C.L.A.U. was commissioned by A.W.S.L. to carry out a watching brief on all groundworks associated with the project, with archaeological observations undertaken between 14th June and 18th September 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 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 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

Lincoln is situated at the point where the Jurassic limestone ridge known as the Lincoln Edge is cut by a glacial gap, through which the River Witham now flows. At its junction with the River Till, canalised as the Fosdyke, flowing from the west, is a presumed natural lake, the Brayford Pool. Its extent was much greater in antiquity than at present, and it is known to have existed at the time of the Roman Conquest. The first syllable of the colloquial Roman name for the City of Lincoln, *Lindum*, was derived from the Celtic word for "lake", "pool" or "marshy/water place" (Rivet & Smith, 1979).

Archaeological investigation in this area has been relatively limited, although, excavations have been undertaken on Brayford Wharf North (immediately to the east of the current project).

During the early 1970's, prior to the construction of a multi-storey car-park at the southern end of Lucy Tower Street (to the east - see Fig.1), excavations were carried out to investigate the origin of this part of town and the extended town wall and tower.

During this excavation the earliest feature recorded was a possible Late Saxon jetty cut into the underlying peat layers.

Overlying the possible Saxon feature, a sloping foreshore of sand and peat was revealed. This was itself cut by a mid to late 12th century north-south channel, running into the Brayford, together with several posts, dating to the mid 13th century.

This area seems to have been periodically flooded by the Brayford during the early to mid 14th century, and the channel appears to have become blocked by silt, requiring re-cutting, on at least one occasion.

Rubble dumps provided consolidation for the construction of the extended city wall and the "Lucy" Tower in the early to mid 14th to 15th centuries, and both the Tower and internal construction surfaces were well preserved. To the west of the wall a possible drainage ditch was found to have been in use between the 14th and 16th centuries, before finally silting up. An east-west wall ran along the edge of the Brayford, to the east of the Tower, probably protecting the land behind from flooding. This wall was replaced whenever the level of the land rose through dumping.

In the mid 16th century the ditch was recut, the Lucy Tower was re-faced in brick, and possibly at this time the bases of two vats were set into the tower base. The east-west walls continued to be replaced.

By the mid 18th century the ditch had again silted up, and dumps of material raised the surface to the south of the tower during the 18th and 19th centuries. The tower was again re-faced, while to the west it was butted by an east-west brick wall which cut across the site of the ditch, and acted as a flood barrier to the west of the tower. The city wall was thoroughly robbed in the 18th or 19th century and the Lucy Tower was finally demolished in the mid 19th century (Gilmour, 1975; Vince & Jones, (eds) 1990).

Further archaeological investigation was undertaken in 1989, on the proposed site of a new "Holiday Inn" (subsequently to become the "Courtyard by Marriott" Hotel), on a site fronting Brayford Wharf North.

During this project, undated river deposits of gravel, peat and silt were revealed, together with a possible revetment comprising three tapered posts and associated stones. On

reclaimed land to the north-east the remains of a line of posts aligned north-east to south-west suggested an early property line.

A large rectangular kiln constructed of limestone blocks and flat roof-tiles, some of which dated to the 14th to 16th century, was also revealed, and a small mid 14th to 15th century structure may have lain to the north, as indicated by a scatter of limestone and roof tile fragments. There were also a number of flat limestone slabs, possibly post-pads, aligned north-south between the possible structure and the kiln. Numerous isolated refuse pits, mostly of late medieval date were found throughout the site (Chitwood, 1990; Vince & Jones, (eds) 1990).

3.0 RESULTS

The trenching planned for this project was divided into three distinct parts, as follows (see also Fig.2):

- 1) excavation for a new 4.0m diameter inspection chamber, situated approximately at the centre of the Carholme Road/Brayford Wharf North junction;
- 2) the excavation for a short section (c.15m) of 1200mm diameter sewer pipe, from the new inspection chamber to the site of a proposed new pumping station (to be situated on waste ground at the corner of Carholme Road);
- 3) the major element of the trenching, involving excavation for c.90m of 675mm diameter sewer pipe, along the city bound carriageway of Carholme Road.

As a consequence of the need to provide a safe working environment at the substantial depths involved during this project, extensive use was made of close-boarded trench sheet and shoring boxes. As a result, very little of the excavated sections could be clearly seen, and therefore the information presented below should only be viewed as a series of isolated "snap-shots" of the buried deposits, rather than a comprehensive record for this part of the City.

The earliest deposit recorded was a mid brown sandy silt, [104], containing only occasional orange sand patches/mottles, which was present throughout the trench. This layer was up to 3.4m thick to the limit of excavation (L.O.E.), and possibly represented a series of deposits, rather than a single layer, but this could not be verified, owing to difficulties with access and generally poor lighting conditions. [104] was present throughout the trench and was overlain by a further layer, [103], and cut by two brick features, [105] and [106].

Layer [103] was only seen in the southern half of the trench for the new inspection chamber, and comprised a 600mm thick, moderately compacted mid grey earth/ash layer, which contained only occasional small limestone fragments.

The first of the two brick features was revealed towards the northern end of the trench for the new 1200mm diameter sewer connection, and comprised part of a backfilled cellar ([105]), while the second, the remains of a well ([106]), was encountered at the site of the first intermediate manhole (MH1), on the main section of the trench (see Fig.2).

The south wall of cellar [105] was aligned with the existing street frontage along Carholme Road, and was constructed from modern machine-made red bricks, bonded with sand/cement mortar. It had been backfilled with building rubble, and almost certainly represents the remains of a building shown on the 1887 Ordnance Survey map (see Fig.3).

The brick well [106] was also constructed from machine-made red brick, and was present from c.600mm below the modern road surface to L.O.E., at c.3.5m below existing ground level. It was slightly conical in profile, with between thirty and forty brick courses remaining (see Fig.5), and again it appears likely that this feature was associated with the building shown on the earlier map.

Both the brick features and layer [103], were then overlain by the modern limestone hardcore, [102], which formed the base for the existing tarmac carriageway, [101].

4.0 CONCLUSIONS

The results from this project have proved to be largely negative, with only evidence for either relatively recent features, or undatable deposits revealed.

Notwithstanding this however, the methodology used during this project was such that very little direct observation of the buried deposits was possible, therefore the possibility of encountering archaeological remains should not be discounted elsewhere on the site, and in the immediate vicinity.

5.0 ACKNOWLEDGEMENTS

The City of Lincoln Archaeology Unit would like to thank the following for their assistance during this project: Mr Steven Gormley (Project Engineer), Anglian Water Services Limited, P.O.Box 12, Waterside House, Waterside North, Lincoln, LN2 5HA; Staff of the on-site contractors, Gallifords East Midlands Ltd.

6.0 BIBLIOGRAPHY

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- 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: CAR96

PLANNING APPLICATION NO.: n/a

FIELD OFFICER: K.Wragg

NGR: SK 9705 7140

CIVIL PARISH: Lincoln

SMR No.:

DATE OF INTERVENTION: 14/06/96 -
18/09/96

TYPE OF INTERVENTION: Watching Brief

UNDERTAKEN FOR: Anglian Water
Services Limited, P.O.Box 12, Waterside
House, Waterside North, Lincoln, LN2 5HA.

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.: 31.96

ACCESSION DATE:

**LINCOLN CITY FWS
IMPROVEMENTS:
CARHOLME ROAD,
LINCOLN**

Archaeological Watching Brief

***APPENDIX A - ARCHIVE
DEPOSITION***

The archive consists of:

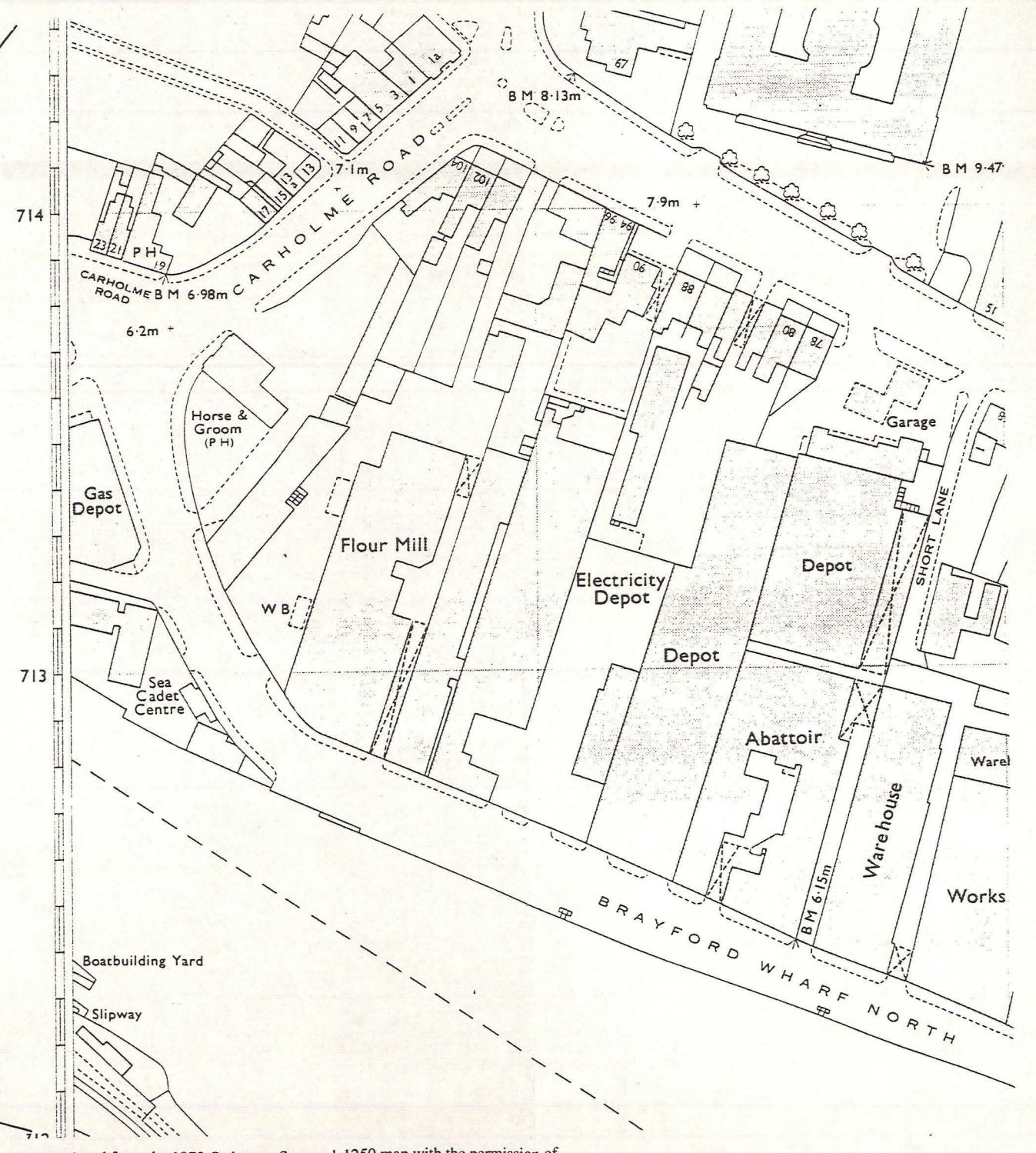
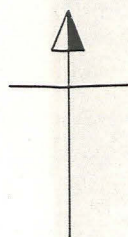
No.	Description
1	Site diary
1	Report
6	Context records
5	Scale drawings
1 set	Photographic records - Colour slides
1	Stratigraphic matrix

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 31.96, will be undertaken following completion of this project.

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: CAR96	PLAN/ELEV/SECTION NO:	
CLIENT: Anglian Water Services Ltd.	DESCRIPTION: Site Location Plan	
SCALE:	ARCHIVE NO:	
DRAWN BY:	CHECKED:	DATE:
MUSEUM ACCESSION NO: 31.96		

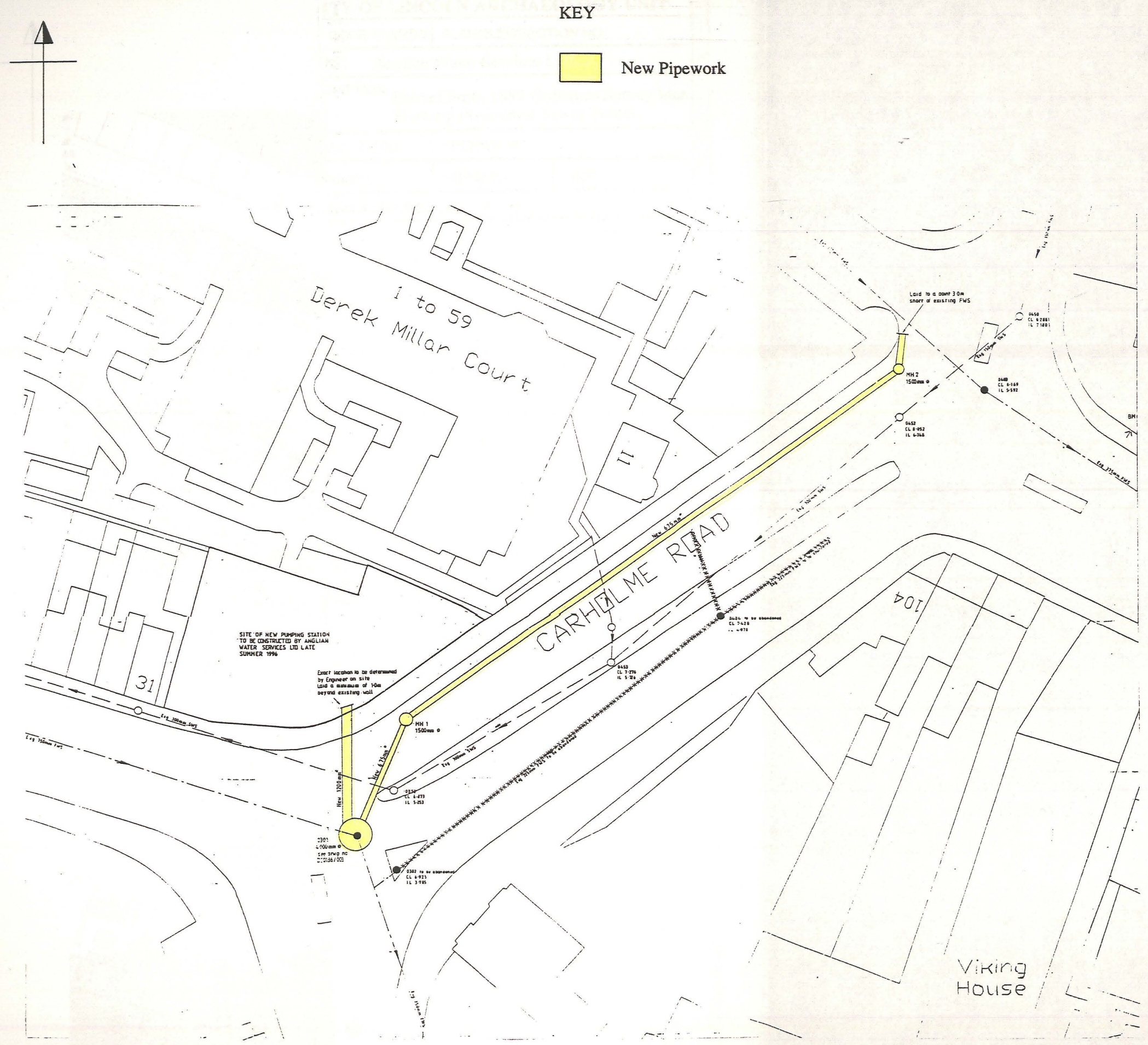


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Reproduced from the 1973 Ordnance Survey 1:1250 map with the permission of The Controller of Her Majesty's Stationery Office, © Crown copyright.

Fig. 1

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: CAR96	PLAN/ELEV/SECTION NO:	
CLIENT: Anglian Water Services Ltd.		
DESCRIPTION: Trench Location Plan		
SCALE: 1:500	ARCHIVE NO:	
DRAWN BY:	CHECKED:	DATE:
MUSEUM ACCESSION NO: 31.96		



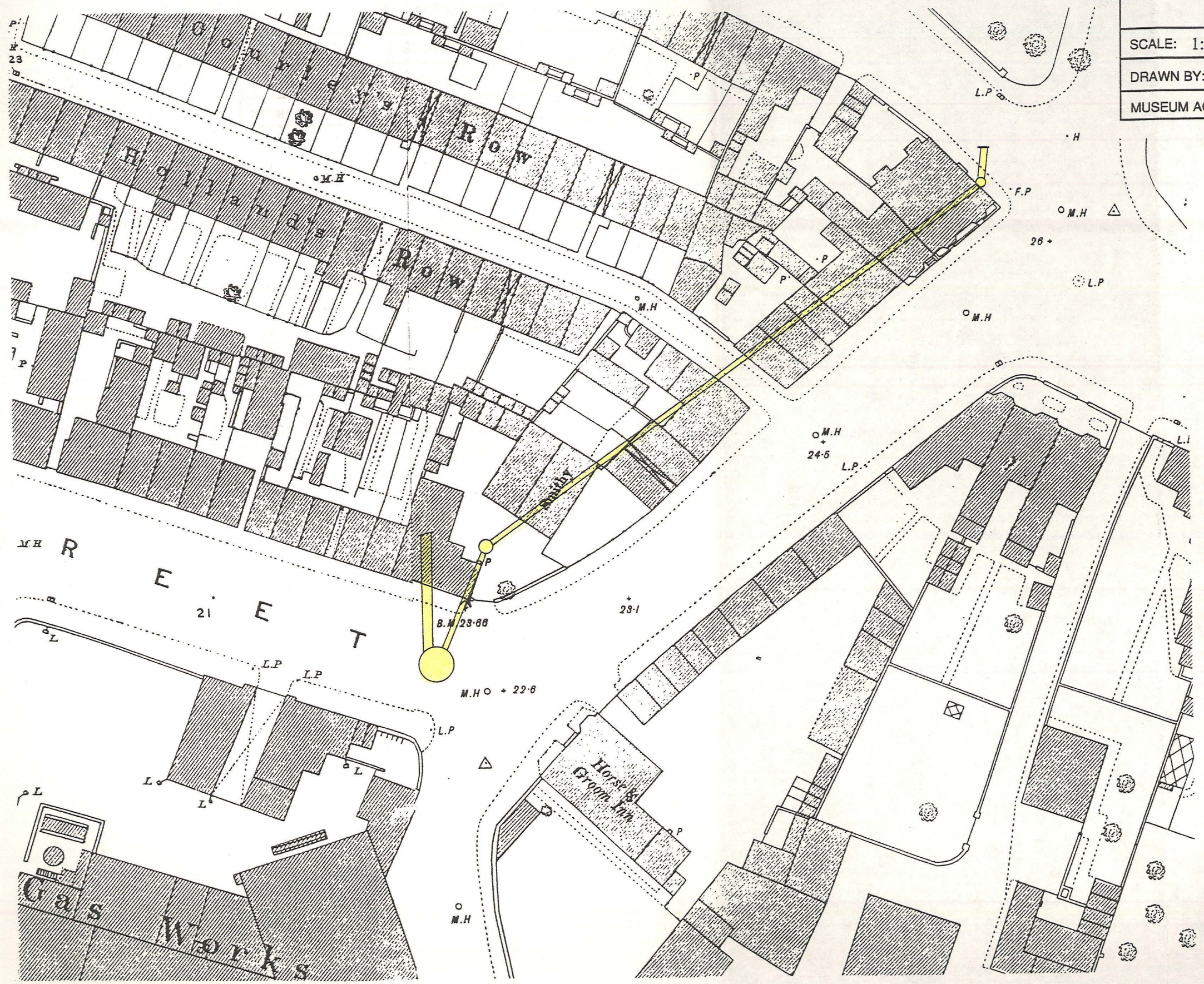
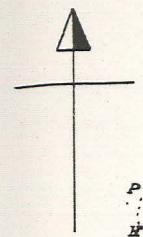
Based upon Lincoln City Council Engineering Consultants drawing no. DC0136/002/A

Fig.2

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: CAR96	PLAN/ELEV/SECTION NO:	
CLIENT: Anglian Water Services Ltd.	DESCRIPTION: Extract From 1887 Ordnance Survey Map Showing Position of Sewer Trench	
SCALE: 1:500	ARCHIVE NO:	
DRAWN BY:	CHECKED:	DATE:
MUSEUM ACCESSION NO: 31.96		

KEY

Relative Position of New Sewer Trench



Based upon the 1887 Ordnance Survey 1:500 map with the permission of The Controller of Her Majesty's Stationery Office, © Crown copyright.

Fig.3

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: CAR96	PLAN/ELEV/SECTION NO: 1	
CLIENT: Anglian Water Services Ltd.		
DESCRIPTION: SW-Facing Section		
SCALE: 1:20	ARCHIVE NO:	
DRAWN BY: KW	CHECKED:	DATE: 28/06/96
MUSEUM ACCESSION NO: 31.96		

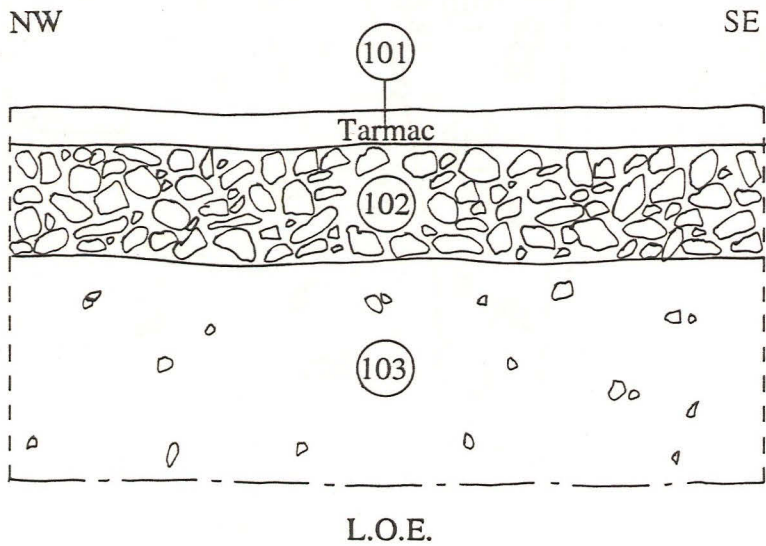


Fig.4

KEY



Sand



Brick/Tile

CITY OF LINCOLN ARCHAEOLOGY UNIT

SITE CODE: CAR96 | PLANELEV/SECTION NO: 2

CLIENT: Anglian Water Services Ltd.

DESCRIPTION: East-Facing Section Showing Well

SCALE: 1:20 | ARCHIVE NO:

DRAWN BY: K.W. | CHECKED: | DATE: 09/08/96

MUSEUM ACCESSION NO: 31.96

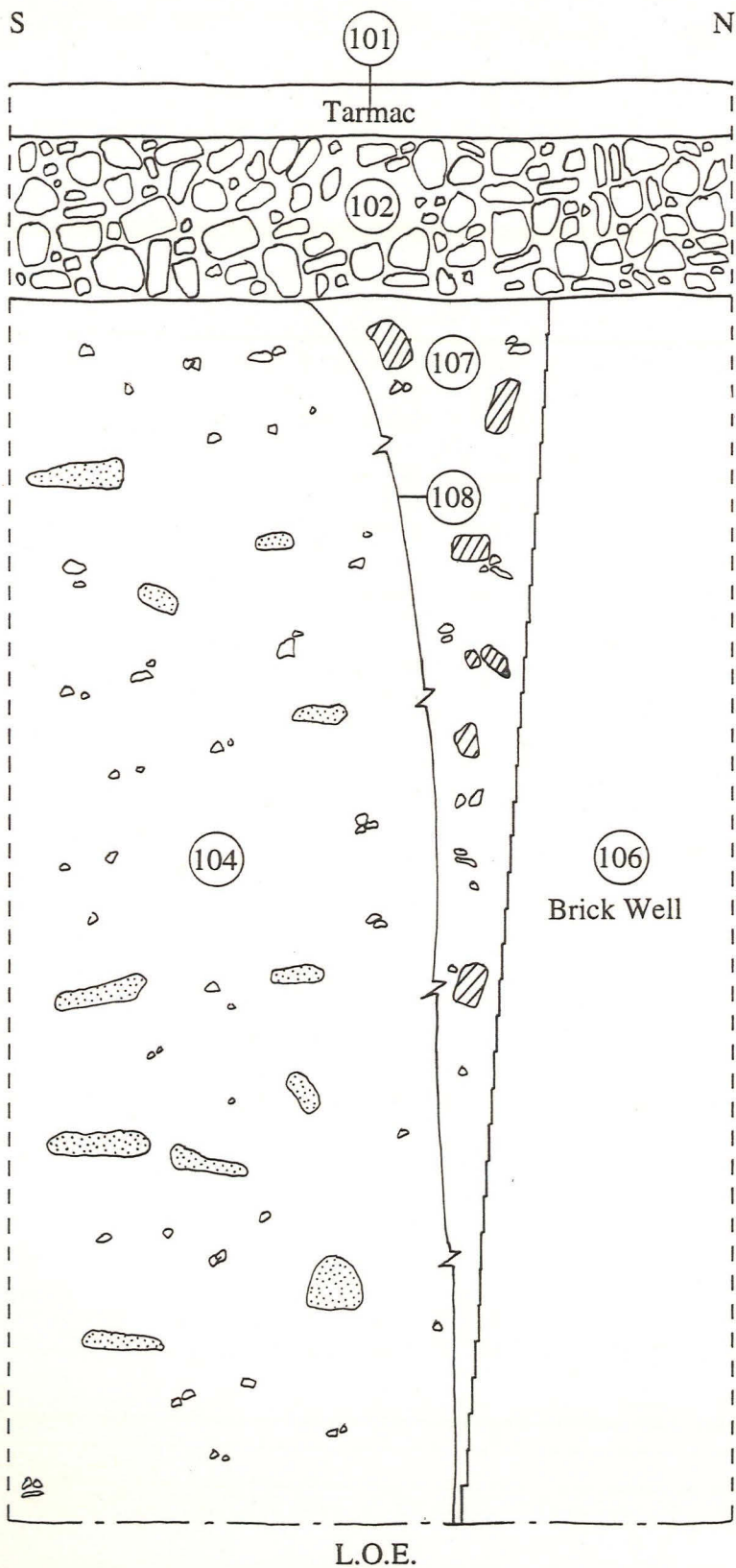


Fig.5