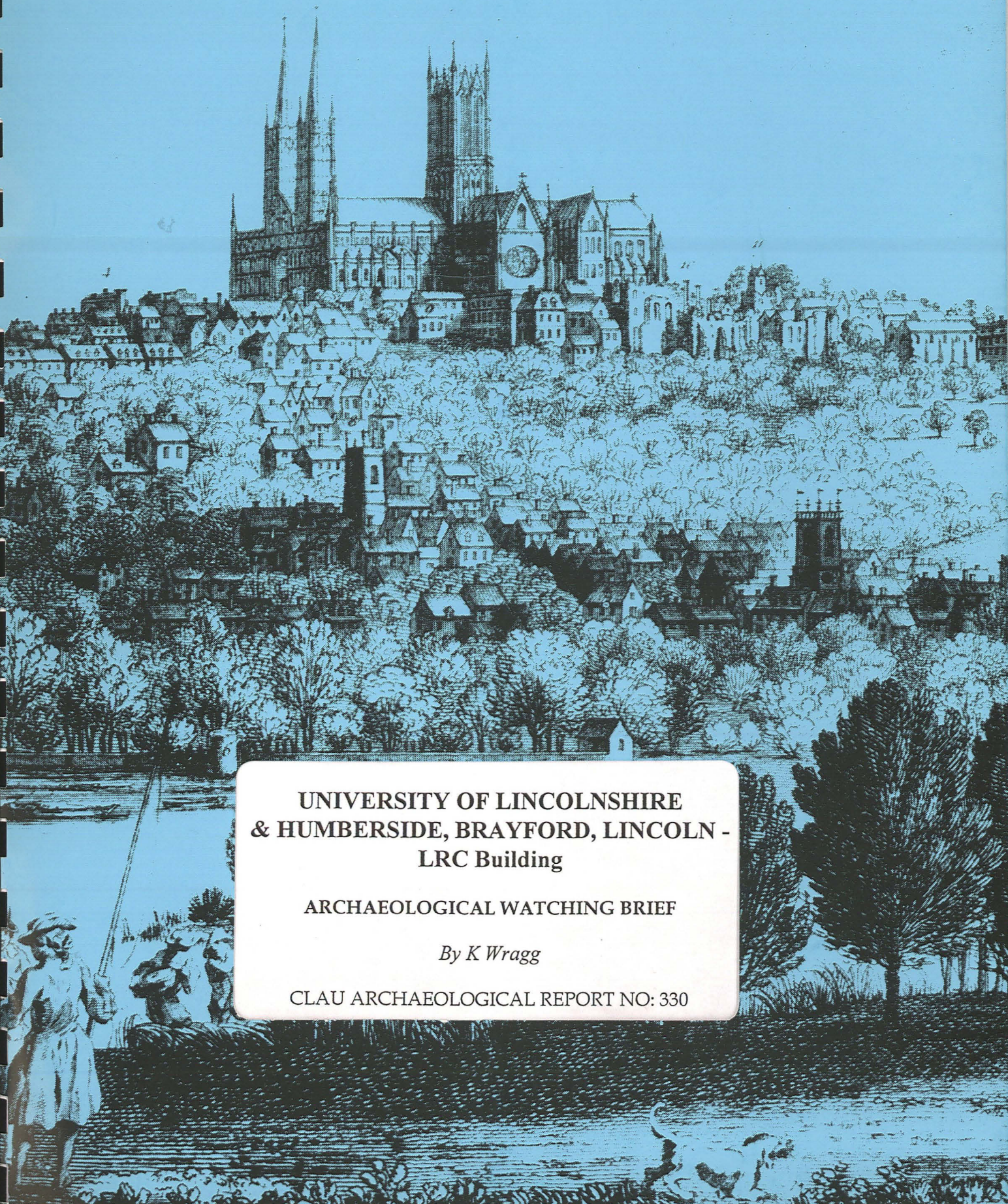


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CITY OF
◇ LINCOLN ARCHAEOLOGY ◇
U N I T



**UNIVERSITY OF LINCOLNSHIRE
& HUMBERSIDE, BRAYFORD, LINCOLN -
LRC Building**

ARCHAEOLOGICAL WATCHING BRIEF

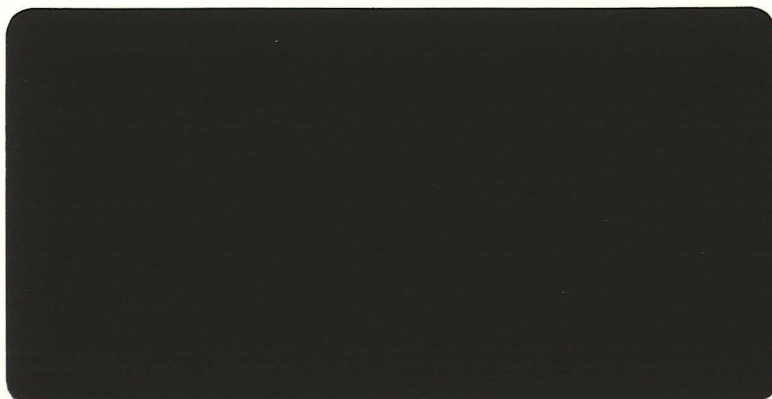
By K Wragg

CLAU ARCHAEOLOGICAL REPORT NO: 330

Lincolnshire County Council
Archaeology Section

09 APR 98

12 Friars Lane
LINCOLN LN2 5AL
Tel: 01522 575292 Fax: 01522 530724



ELI 6807

SLI 10824 10825

109

A
Report to
Tarmac Building Limited
on behalf of
University of Lincolnshire & Humberside Company

March 1998

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

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Site Code: UCLC97
LCCM Accession No.: 151.97
NGR: SK 9695/7125

**UNIVERSITY OF LINCOLNSHIRE
& HUMBERSIDE, BRAYFORD, LINCOLN -
LRC Building**

ARCHAEOLOGICAL WATCHING BRIEF

By K Wragg

CLAU ARCHAEOLOGICAL REPORT NO: 330

**UNIVERSITY OF LINCOLNSHIRE &
HUMBERSIDE, BRAYFORD, LINCOLN
LRC Building**

Archaeological Watching Brief

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UNIVERSITY OF LINCOLNSHIRE & HUMBERSIDE, BRAYFORD, LINCOLN - LRC Building

ARCHAEOLOGICAL WATCHING BRIEF

NON-TECHNICAL SUMMARY

Phase II of the University development included the construction of five student residence blocks (see CLAU report no.331), and a new *Learning Resource Centre* (LRC) building (this report) on land to the west of the existing main university building. The proposed site of the LRC was situated immediately to the east of the embankment for the Ropewalk-Carholme Road link. Groundworks for the LRC building included excavations for foundations (including piling and formation of pile-caps & groundbeams), together with limited service trenching.

While the insertion of the piles themselves offered little opportunity for archaeological observation, the excavations required for the formation of the pile-caps and ground-beams was expected to reveal the buried strata to depths of up to 2m.

In view of the archaeological importance of this area of the City it was decided, by the City of Lincoln Department of Planning, that an archaeological scheme of investigation should be undertaken, including a programme of environmental sampling.

While the majority of the proposed development area had been previously observed, the removal of the majority of the railway sidings and diversion of the main running lines had released two areas of uninvestigated land (one area adjacent to each of the two Phase II developments). It was likely that modern disturbance in these areas would be relatively limited (the railway

infrastructure appeared to have remained largely unchanged since the 19th century), which gave the possibility of encountering undisturbed stratified deposits.

It was therefore decided that the archaeological investigation of the site should take place in two stages. Stage 1 would comprise a series of five trial pits spaced at regular intervals across the LRC development area (at approximately 25m centres), to allow recording of the strata and column sampling of any viable organic deposits. It was proposed that Stage 1 should be carried out before the commencement of construction groundworks. Stage 2 would comprise an intermittent watching brief, to be carried out on all enabling groundworks, and subsequent excavations.

Unfortunately, it was later discovered that the areas earmarked for sampling lay within an 8m 'exclusion' zone immediately adjacent to Railtrack property. As a consequence, Stage 1 of the archaeological specification was held in abeyance, pending further discussions and negotiations between the client and Lincoln City Council Department of Planning. At the time of publication of this report, CLAU is not aware of any resolution of this problem.

Once this element of the work had been ruled out, the chances of important archaeological remains being revealed by the watching brief on the contractors' groundworks was virtually nil (given that the excavations were almost wholly contained within material laid down during 1995). The results, shown below, illustrate this, with only evidence for modern activity or probable geological deposits being revealed.

It should be considered extremely unfortunate that the opportunity for environmental sampling was not realised, given the lack of a controlled, systematic programme to date. The present state of development on the site means that this was probably one of the last chances for obtaining samples from a section across the site. Some potential might however still exist to the south of the railway line, and this should be taken into account in planning the further development of the campus.

UNIVERSITY OF LINCOLNSHIRE & HUMBERSIDE, BRAYFORD, LINCOLN - LRC Building

ARCHAEOLOGICAL WATCHING BRIEF

1.0 INTRODUCTION

This report relates to elements associated with the construction of Phase II of the University of Lincolnshire & Humberside, Brayford, Lincoln.

The Phase II program included the construction of five student residence blocks (see CLAU report no.331), and a new *Learning Resource Centre* (LRC) building (this report) on land to the west of the existing main university building. The proposed site of the LRC building measured approximately 80m (N-S) x 140m (E-W), and was situated immediately to the east of the embankment for the Ropewalk-Carholme Road link (see Figs. 1 & 2).

Groundworks for the LRC building included the insertion of over two hundred reinforced concrete piles, which were then used to form (either singly or in groups of up to 4-6) over 100 pile-caps. A network of ground-beams was then established, founded on the grid of pile-caps (see Fig.3). Limited service trenching was also required, linking into the previously established Phase I main service runs.

While the insertion of the piles themselves offered little opportunity for archaeological observation, the excavations required for the formation of the pile-caps and ground-beams was expected to reveal the buried strata to depths of up to 2m.

In view of the archaeological importance of this area of the City it was decided, by the City of Lincoln Department of Planning, that an

archaeological scheme of investigation should be undertaken. It was suggested that this should include both observation of all groundwork excavation, and a programme of environmental sampling.

The City of Lincoln Archaeology Unit was approached in April 1997, by RMJM London Ltd., to formulate an archaeological strategy for the site that would satisfy the requirements of the Department of Planning.

The resulting archaeological specification noted that (based on the results of previous archaeological investigations at the site) the approach of undertaking environmental sampling in conjunction with the contractors' groundworks was not effective. It was therefore proposed that any sampling should take place in advance of the contractors' groundworks, to be followed by an intermittent watching brief carried out during construction.

Unfortunately, the majority of the LRC site area had already been investigated (during both the remediation of the site and Phase I construction undertaken between 1994 and 1996 - see CLAU Report 326), revealing deposits of limited environmental potential.

Removal of the majority of the railway sidings and diversion of the main running lines had however released two areas of previously uninvestigated land (one area adjacent to each of the two Phase II developments). It was likely that modern disturbance in these areas would be relatively limited (the railway infrastructure appeared to have remained largely unchanged since the 19th century), which gave the possibility of encountering undisturbed stratified deposits.

It was therefore proposed that the archaeological investigation of the site should take place in two stages. Stage 1 would comprise a series of five trial pits spaced at regular intervals across the LRC development area (at approximately 25m centres), to allow recording of the strata and column sampling of any viable organic deposits (see Fig.2). It was proposed that Stage 1 should be carried out before the commencement of construction groundworks. Stage 2 would comprise an intermittent watching brief, to be carried out on all enabling groundworks, and subsequent excavations.

The archaeological specification was duly approved by the Lincoln City Archaeological Officer, Mr I.George, and adopted by the Department of Planning.

Unfortunately, it was later discovered that the areas earmarked for sampling lay within a previously unidentified (to CLAU) 8m 'exclusion' zone immediately adjacent to Railtrack property. It was considered unlikely that Railtrack would grant permission for excavation in this area (or that the cost of obtaining permission would be prohibitively high to the University/contractor). As a consequence, Stage 1 of the archaeological specification was held in abeyance, pending further discussions and negotiations between the client and Lincoln City Council's Department of Planning. At the time of publication of this report, CLAU is not aware of any resolution of this problem.

The City of Lincoln Archaeology Unit was therefore commissioned by Tarmac Building Ltd (the main site contractors) on behalf of the University of Lincolnshire & Humberside, to carry out only an intermittent watching brief on the site (in accordance with Stage 2 of the original specification). Observation was carried out between the 23rd of June and the 25th of July 1997.

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

2.1 Historical Evidence

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).

The earliest evidence recorded for settlement around the Brayford Pool dates to the 1st century BC, but there is a possibility of earlier Prehistoric occupation in this area. Evidence for any such occupation is likely to be best provided by study of environmental remains preserved in the waterlogged deposits.

Occupation along the fringes of the Brayford Pool continued during the Roman period and, by the end of the 2nd Century AD, the colonia wall had been extended almost down to the river front. Excavations have indicated that the south wall was probably close to the then river-line, c.50m north of the present Brayford Pool.

It is believed that the Foss Dyke canal connecting the Brayford Pool with the river Trent at Torksey was formed during the period of Roman occupation. The cutting of a channel for the first four miles from Lincoln, was probably achieved by straightening the course of the river Till.

In addition extensive reclamation has taken place along the banks of both the Witham and Brayford Pool since the Roman period.

Many Lincoln place names are of Scandinavian origin. Of particular interest is "Carholme" (derived from Old Norse, Kiarr - marshground and Holms - "islands in the land" near the river, which flooded in winter), and Brayford whose early form "Braytheford" and the associated "Braedmere" has origins in the Old English "Brad" or the Scandinavian

"Breit" or "Breior" meaning broad (the broad ford or broad mere), the pool being much larger in the Middle Ages than now (Cameron, 1985).

During the Medieval period a new suburb of Newland (= "newly reclaimed" or "newly settled" land) occupied land to the north of Brayford Pool and the Foss Dyke beyond. There were probably several periods of reclamation as the waterfront was advanced, and these operations may have commenced before the Norman Conquest.

By the end of the 13th century the west wall of the city incorporating the Newland Gate had been extended southward beyond the earlier south wall to Brayford Pool, terminating at a round stone tower on the Brayford bank which became known as the "Lucy Tower".

The later recorded history of the area is most closely linked with the efforts to reopen the Foss Dyke and the further development of Brayford Pool from Newland along Carholme Road.

During the second half of the 18th century the Brayford Pool was rapidly turned into an inland port, and by 1817 substantial wharves, warehouses and coalyards had been established on both north and east banks where gardens had earlier stood.

The 19th century saw further development of the wider area resultant from the raising of the south bank of the Foss Dyke, related drainage works, the coming in mid-century of two railway companies, and further expansion of industry.

South of Brayford Pool, a low-lying area of land called the Holmes Common was probably waterlogged and marshy until the early 19th century drainage works, and the raising of the south bank of the Foss Dyke, which, together with associated drainage works, formed the Delph.

Following mid-19th century acquisition of the area south of the Brayford Pool by the Great Northern Railway, the Foss Dyke ceased to be Lincoln's commercial highway, as waterborne trade gradually gave way to the age of steam. The acceleration of industrial development in the late 19th century led to rapid expansion of the railways with sidings and goods yards being constructed on land progressively

reclaimed across Holmes Common south of the Brayford Pool.

The south bank of the Brayford was pushed further north by reclamation with new railway wharves and a boat-building yard being developed along the southwest bank early in the 20th century.

Changes in the use of this area of land up to the present day have been largely superficial, being principally allied to industrial/commercial development and the changing fortunes of local railway services in the East Midlands.

2.2 Archaeological Evidence

All of the archaeological projects to have taken place across the development area were prompted by the construction of the new University campus, and the Ropewalk-Carholme Road link. The results are summarised as follows:

1) Geotechnical trial pits excavated during February 1992 for the Highways and Planning Department of the Lincolnshire County Council (during the planning phase of the Ropewalk-Carholme Link road).

Nine trial pits were excavated, revealing a general stratigraphic sequence comprising sands, overlain by an organic horizon, which was in turn sealed by reclamation landfill and modern occupation layers (Hockley, 1992).

Environmental samples recovered from several trial pits suggested a partially forested wetland/swamp. Some very slight evidence for cereals (possibly indicative of farming/human activity on or close to the site) including cereal pollen and Hemp (cannabis) was also recorded.

2) Further geotechnical trial pits excavated in 1994, as part of the Lincoln City Council site investigations to assess the extent of contamination across the site.

During this evaluation the earliest deposits recorded appeared to be associated with the neighbouring Brayford Pool and the areas of marshland to the west, including layers of peat, and other organic horizons, overlying natural sands and clays. The remainder of the deposits

seemed to be a result of industrial and railway activity dating from the mid 19th century, together with more modern land-fill dumping seen in the south-western quadrant of the development area. In the areas previously occupied by the railway engine shed, and its associated installations, considerable amounts of ash and clinker (a by-product of steam engine operation) were present together with areas of contamination caused by oils and fuels.

From an environmental point of view, while the initial results showed very promising biological conditions on the site relating to the fauna and flora surrounding the Brayford Pool and its attendant marsh/woodland environment, no evidence for prehistoric human occupation was recorded.

Peat found in some samples, mainly concentrated in the more northerly areas of the site, appeared to have been laid down in reed marsh and wet alder woodland, and radiocarbon dating of two deposits revealed close to the southern edge of the Brayford Pool indicate that these deposits may have accumulated during the period covering 2850 B.C. to 1150 B.C., i.e. late Neolithic to Bronze Ages (Wragg 1994, Hockley & Wragg 1994).

3) The watching brief carried out during the University phase I construction groundworks, and the works associated with the Ropewalk-Carholme Road link.

The earliest deposits recorded again appeared to be largely associated with the areas of marshland to the west, including layers of peat, and other organic horizons, overlying the natural sands.

Close to the Brayford Pool, the organic deposits were again revealed, but in this instance at a much greater depth, probably indicating the wider extent of the original lake, although this could not be positively confirmed.

Above this level, multiple bands of sand were present, either representing naturally occurring alluvial deposits, or later reclamation deposits associated with 18th and 19th century land-use.

The remaining deposits revealed during the groundworks all appear to relate to industrial

and railway land-use (dating from the mid 19th century).

No evidence was found for human activity in the pre-modern period (Wragg 1998).

3.0 RESULTS

Following the problems with the proposed Stage 1 sampling programme, and its subsequent cancellation, it was expected that the results of this project would be based wholly on the watching brief to be carried out in conjunction with the groundworks on the main site.

In the event, however, this work was augmented by the results of observations carried out in the main contractors' compound. The compound is situated at some distance from the LRC construction site, lying to the west of the embankment for the Ropewalk-Carholme Road link (and immediately to the south of the Phase I student accommodation). The work in this location was prompted by the installation of a large septic tank to service the administrative and welfare accommodation located in this area.

As there was no physical connection between the two elements, the results are presented separately, below.

3.1 The main site (see Figs. 3-5)

The works in this area, associated with the formation of the pile-caps and foundation groundbeams, reached depths of between approximately 1.6m and 2.4m (the deeper excavations were in general situated along the central E-W 'spine' of the foundations).

The stratigraphic sequence revealed was as follows:

The earliest deposit comprised a layer of moderately compacted, mid-dark grey-brown organic silt/peat containing obvious plant inclusions ([609]). Sampling of this deposit was not practical, as a thickness of only approximately 200mm was revealed at the base of the excavations along the central part of the site (see Fig.5). [609] was subsequently overlain by a layer of moderate-well compacted sandy clay, [607], mottled/streaked mid-light grey/yellow-brown in colour. This latter deposit was up to 800mm thick and was present across the whole development area.

[607] was then itself overlain by a number of mixed sands and silt layers including [605], [606] and [608] (in many cases the layers were

seen to merge, and little distinction could be made between different contexts). These deposits ranged in colour from mid-brown/grey to orange, and in general were of moderate compaction and contained small pebble inclusions (see Figs. 4 & 5).

The upper level of this sand deposit was recorded at a depth of only c.400mm below the existing ground surface (nominally 4.6m O.D.), and was sealed by a number of deposits and features of obvious modern origin. These included: [603] and [604], linear pipe trenches (see Fig.4); [602], a layer of mixed mid-dark grey/black silt, containing ash and tarmac inclusions; and [601], a c.400mm thick layer of limestone hardcore (deposited during the Phase I site remediation works).

This latter deposit formed the existing surface for the majority of the site.

No evidence for ancient human activity or settlement was revealed.

3.2 The site compound (see Fig. 6)

The groundworks in this area, were of relatively limited extent, and were to allow the installation of a septic tank (as described above).

While the excavations for the pipe runs themselves were of generally shallow depth, the hole required to house the septic tank itself reached depths of up to 3.3m. The following is based on observations made at this location.

The stratigraphic sequence revealed was as follows:

The earliest deposit, [614], was a moderate-well compacted rich brown organic silt containing well preserved plant remains. The top of this deposit was present approximately 2.2m below the present surface, and the layer was at least 1.1m thick to the limit of excavation. Unfortunately, owing to the depth of the trench and the lack of shoring, sampling was not possible owing to Health & Safety considerations.

This peat deposit was overlain by [613], a 1.4m thick moderately compacted mid grey sandy clay layer, containing no obvious inclusions.

Above this level the remaining deposits were of modern origin, comprising as follows (from earliest to latest): [612], a 200mm thick layer of limestone hardcore; [615], a c.100mm thick layer of orange sand and gravel; [611], a layer of mid-dark brown sandy silt containing tarmac and ash inclusions. This context was approximately 200mm thick and was virtually identical to layer [602] (seen on the main site); and [610] a layer of limestone hardcore (again probably equating to layer [601] from the main site).

4.0 DISCUSSION OF RESULTS AND CONCLUSIONS

As mentioned above, the main potential source of archaeological information on this site was the programme of controlled environmental sampling proposed in the original specification, and approved by the Lincoln City Council Archaeological Officer and the Department of Planning.

Once this element of the work had been ruled out, the chances of important archaeological remains being revealed by the watching brief on the contractors' groundworks was virtually nil (given that the excavations were almost wholly contained within material laid down during 1995). The results, shown above, illustrate this.

It should be considered extremely unfortunate that the opportunity for environmental sampling was not realised, given the lack of a controlled, systematic programme to date. The present state of development on the site means that this was probably one of the last chances for obtaining samples from a section across the site. Some potential might however still exist to the south of the railway line, and this should be taken into account in planning the further development of the campus.

5.0 ACKNOWLEDGEMENTS

The City of Lincoln Archaeology Unit would like to thank the following for their assistance during this project: Messrs K.Forth & N.Stevenson of the University of Lincolnshire & Humberside, Campus Way, Brayford, Lincoln; Department of Planning, Lincoln City Council, City Hall, Beaumont Fee, Lincoln LN1 1DH; Mr Ian George, Lincoln City Council Archaeology Officer; Ms J.Gorst, Messrs A.Salt & B.Chamberlain of RMJM London Ltd., 83 Paul Street, London, EC2A 4NQ; Messrs N.Jones, S.Middleton, P.Rudd & M.Roach of Tarmac Building Ltd.

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7.0 LHA NOTE/ARCHIVE DETAILS

7.1 LHA NOTE DETAILS

CLAU CODE: UCLC97

PLANNING APPLICATION NO.:

FIELD OFFICER: K. Wragg

NGR: SK 9695/7125

CIVIL PARISH: Lincoln

SMR No.: N/A

DATE OF INTERVENTION: 23/06/97 -
25/07/97

TYPE OF INTERVENTION: Watching Brief

UNDERTAKEN FOR: Tarmac Building
Limited, on behalf of the University of
Lincolnshire & Humberside Company.

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.: 151.97

ACCESSION DATE: -

APPENDIX A - ARCHIVE DEPOSITION

The archive consists of:

No.	Description
1	Site diary
1	Report
16	Context records
6	Plan & Section drawings
1 set	Colour slides

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 151.97, will be undertaken following completion of this project.

APPENDIX B - COLOUR PLATES



Plate 1: General shot of site during construction



Plate 2: General shot of site conditions during excavation of piles & formation of pile-caps

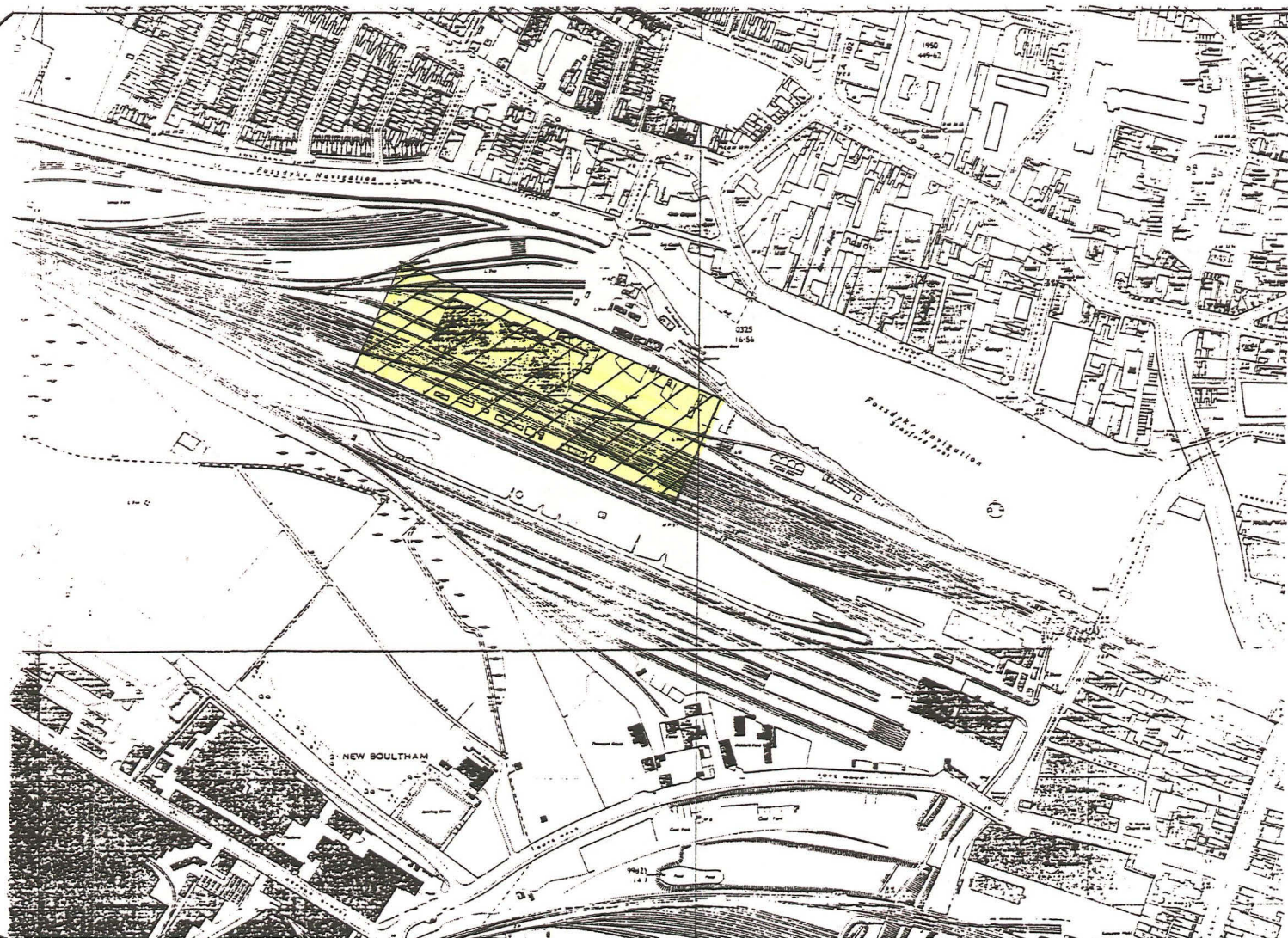
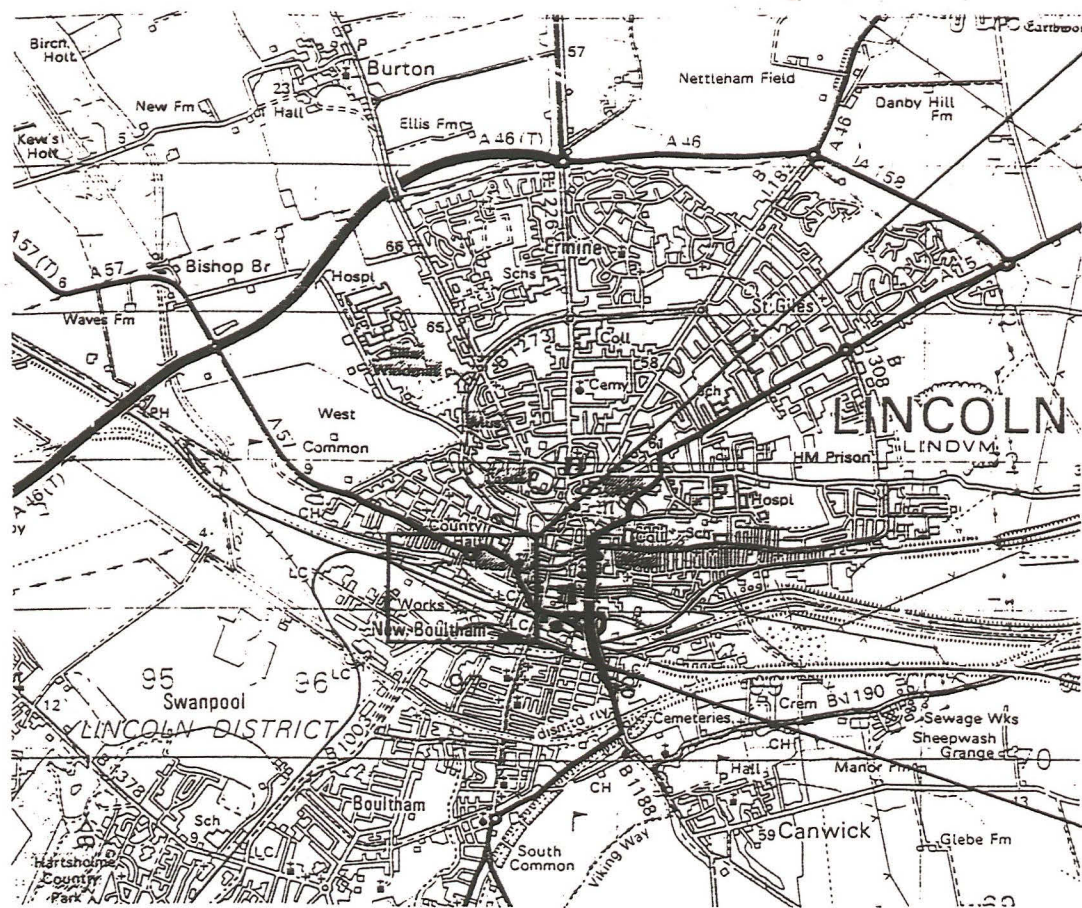


KEY
 Location of Site

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: UCLC97		PLANE/ELEV/SECTION NO:
CLIENT: Tarmac Ltd on behalf of The University of Lincolnshire and Humberside		
DESCRIPTION:		Site Location Plan
SCALE:	ARCHIVE NO:	
DRAWN BY:	CHECKED:	DATE:
MUSEUM ACCESSION NO: 151.97		

1:5000

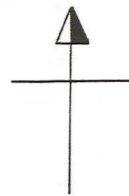
1:50 000



Reproduced from the 1989 Ordnance Survey 1:50 000 Landranger 121 map with the permission of The Controller of Her Majesty's Stationery Office. © Crown copyright.

Based upon the 1968 Ordnance Survey 1:2500 map with the permission of The Controller of Her Majesty's Stationery Office. © Crown copyright.

Fig.1



CITY OF LINCOLN ARCHAEOLOGY UNIT

SITE CODE: UCLC97 | PLAN/ELEV/SECTION NO:

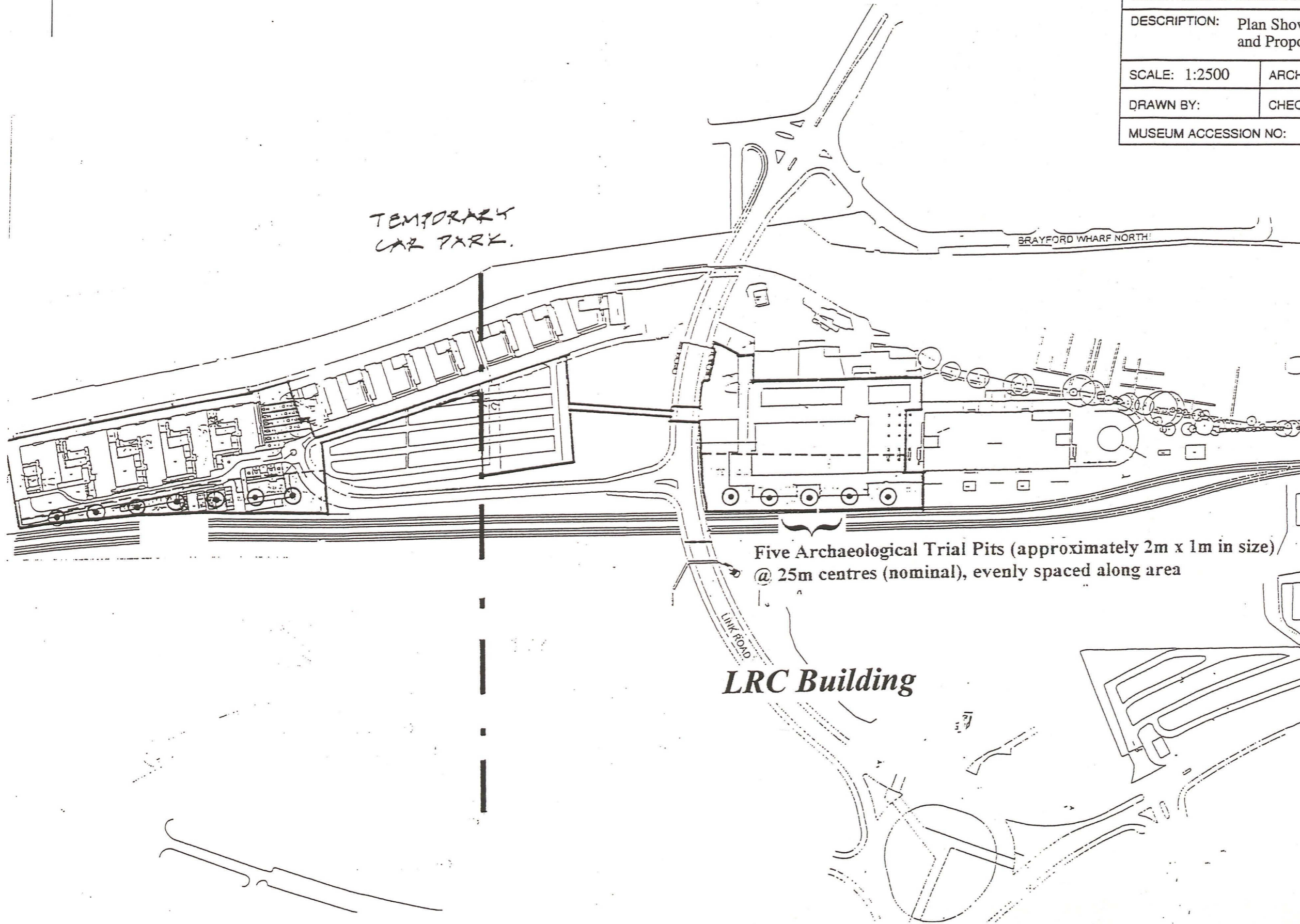
CLIENT: Tarmac Ltd on behalf of The University of Lincolnshire and Humberside

DESCRIPTION: Plan Showing Extent of Site and Proposed Sampling Strategy

SCALE: 1:2500 | ARCHIVE NO:

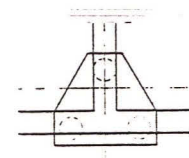
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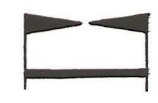




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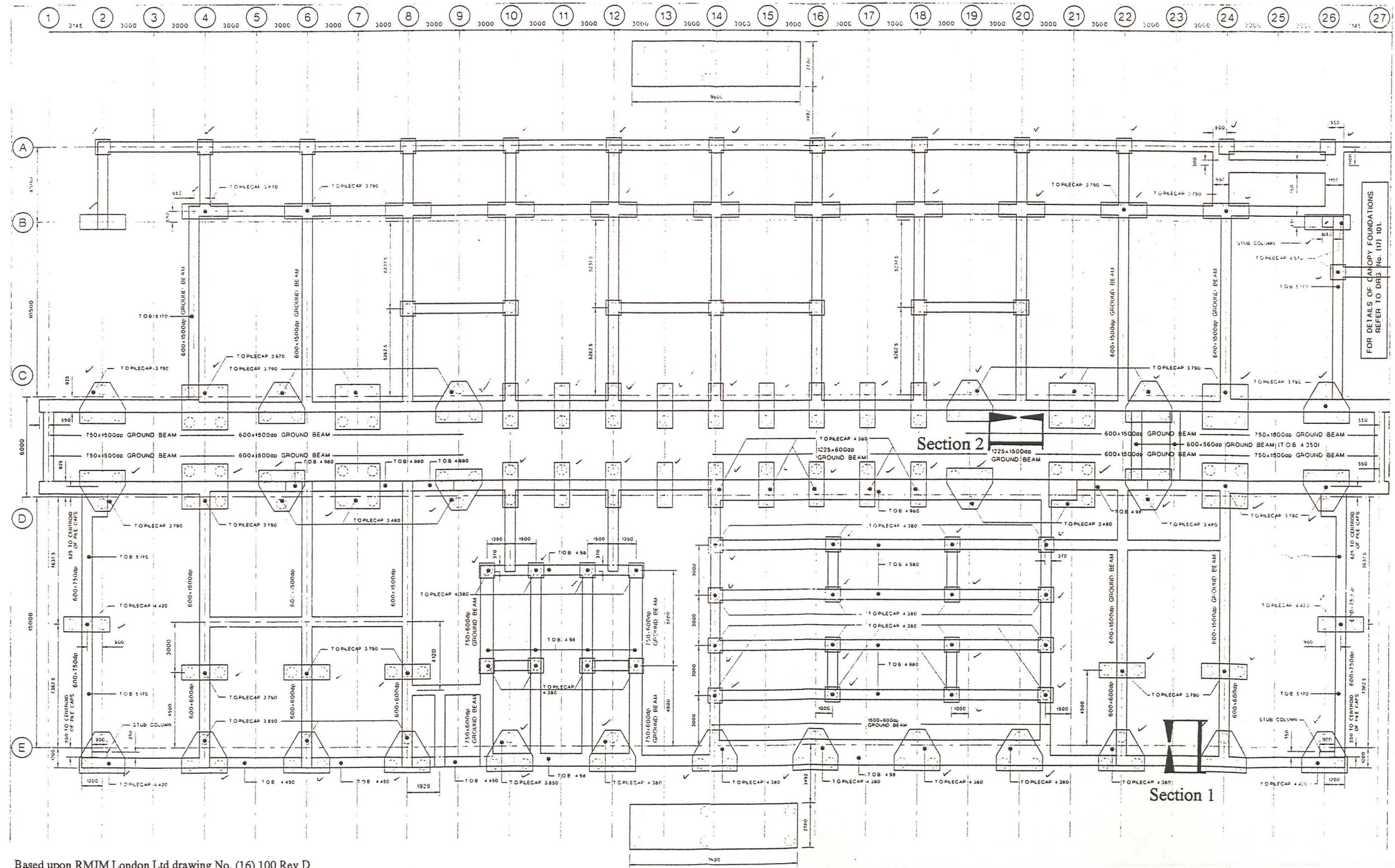


Location of Pile-Cap



Location of Section

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: UCLC97	PLAN/ELEV/SECTION NO:	
CLIENT: Tarmac Ltd on behalf of The University of Lincolnshire and Humberside		
DESCRIPTION: LRC Foundation Plan		
SCALE: 1:250	ARCHIVE NO:	
DRAWN BY:	CHECKED:	DATE:
MUSEUM ACCESSION NO: 151.97		






Based upon RMJM London Ltd drawing No. (16) 100 Rev D

Fig.3

CITY OF LINCOLN ARCHAEOLOGY UNIT

SITE CODE: UCLC97		PLANELEV/SECTION NO:	
CLIENT: Tarmac Ltd on behalf of The University of Lincolnshire and Humberside			
DESCRIPTION: East-Facing Section (1)			
SCALE: 1:20		ARCHIVE NO:	
DRAWN BY: K.W.		CHECKED:	DATE: 24/06/97
MUSEUM ACCESSION NO: 151.97			

KEY

-  Sand
-  Clay
-  Limestone

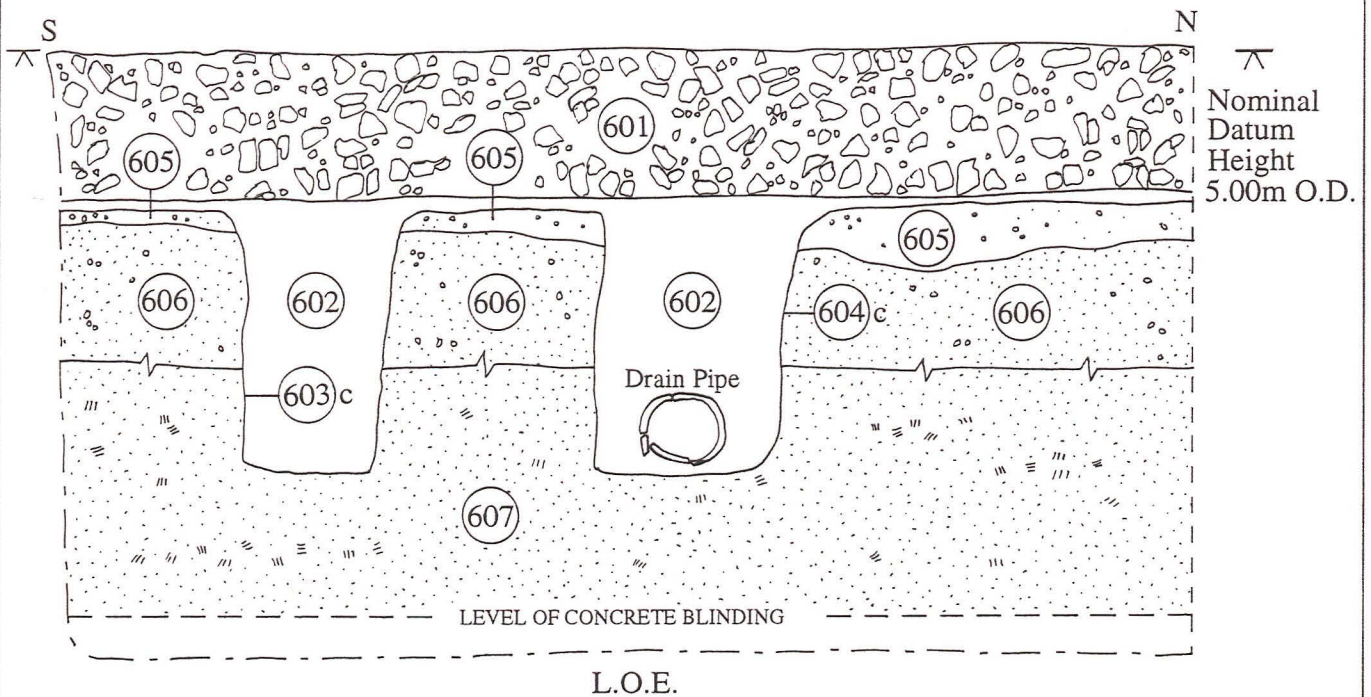





Fig.4

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: UCLC97	PLANE/LEV/SECTION NO:	
CLIENT:	Tarmac Ltd on behalf of The University of Lincolnshire and Humberside	
DESCRIPTION: South-Facing Section ②		
SCALE: 1:20	ARCHIVE NO:	
DRAWN BY: K.W.	CHECKED:	DATE: 24/06/97
MUSEUM ACCESSION NO: 151.97		

KEY

-  Sand
-  Clay
-  Limestone

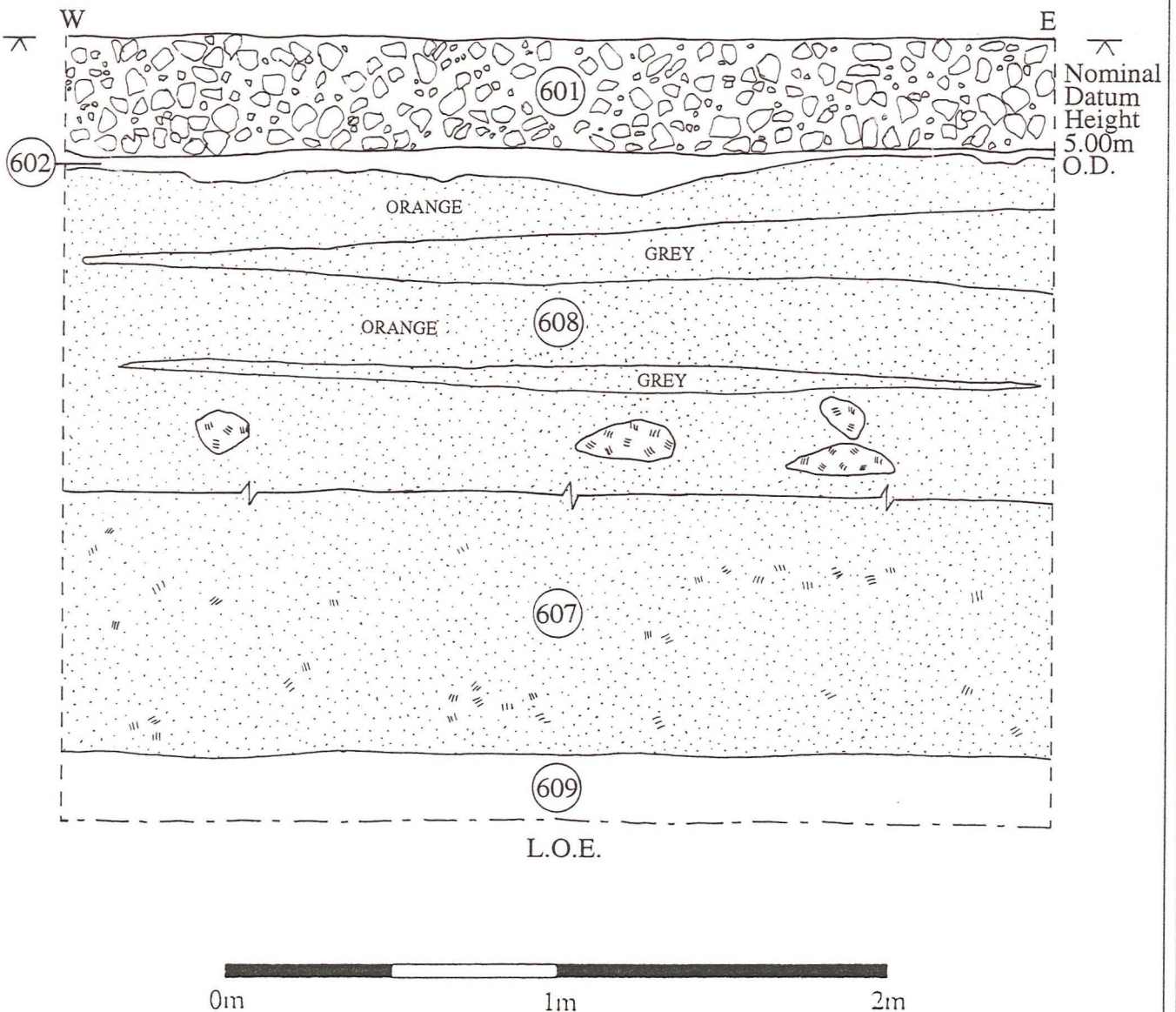





Fig.5

CITY OF LINCOLN ARCHAEOLOGY UNIT

SITE CODE: UCLC97	PLAN/ELEV/SECTION NO:	
CLIENT:	Tarmac Ltd on behalf of The University of Lincolnshire and Humberside	
DESCRIPTION:	South-Facing Section ③	
SCALE: 1:20	ARCHIVE NO:	
DRAWN BY: K.W.	CHECKED:	DATE: 04/07/97
MUSEUM ACCESSION NO: 151.97		

KEY

-  Sand
-  Clay
-  Limestone

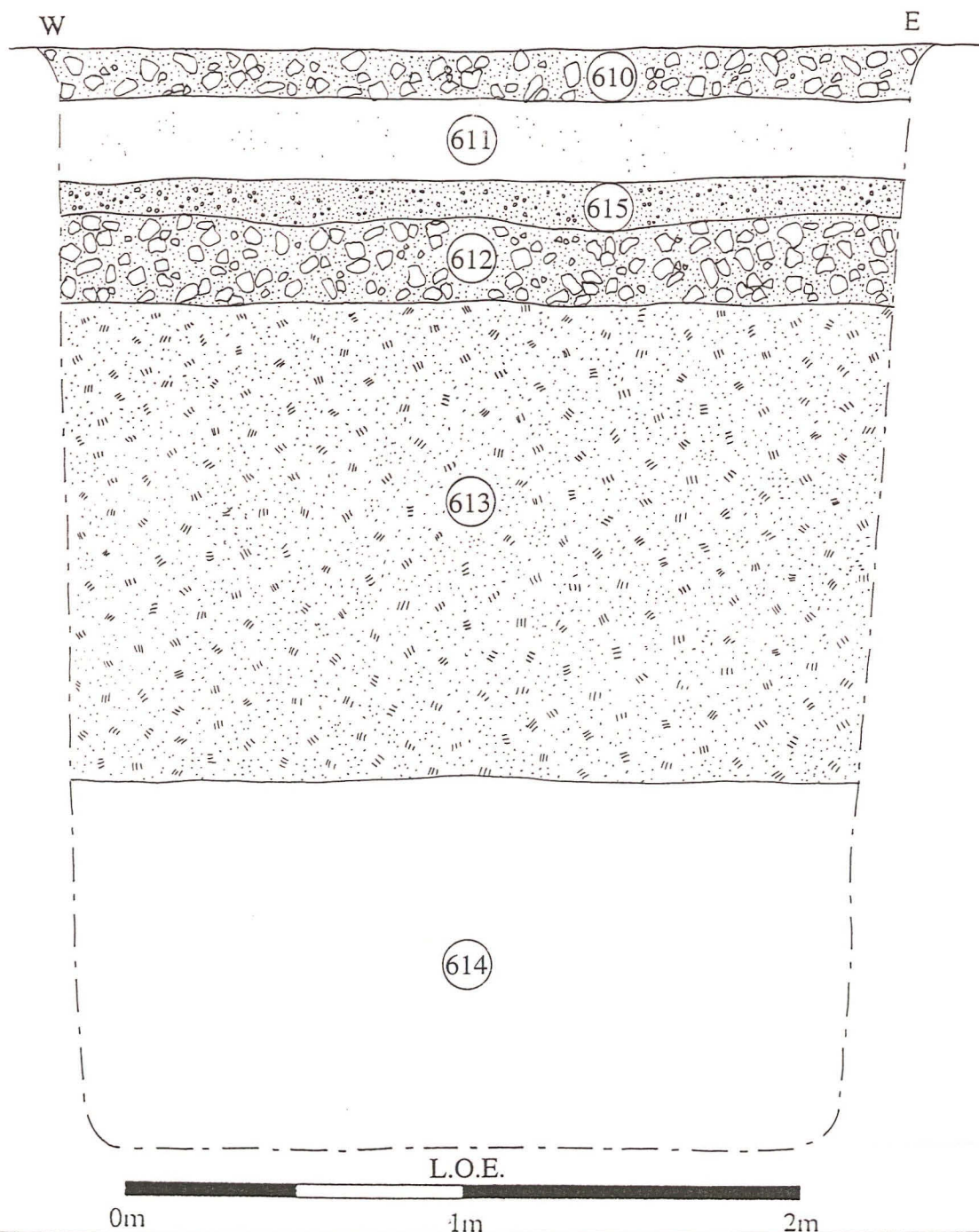


Fig.6