



LINDSEY ARCHAEOLOGICAL SERVICES

**Market Rasen, Lincs.**

**Proposed Foodstore Development  
off Oxford Street**

NGR: TF 1080 8880

(1076 - 8868)

**Archaeological Desk-Based Assessment**

by Geoff Tann and Naomi Field

Report prepared for Montagu Evans  
(on behalf of Carter Commercial Developments Ltd)

Lincolnshire County Council  
Archaeology Department

LAS Report No. 295

28 JUL 98

First ack 28 July  
Full ack 31 July

**June 1998**

EVENT L14373 SOURCE L18955

PRN - 52757

## Contents

List of Figures	
List of Plates	
Summary	1
Introduction	1
Methods and Sources	2
Topography and Geology	2
Archaeological and Historical Background	2
Site Visit	5
Scheduled Ancient Monuments	6
Listed Buildings	7
Planning Policies	7
Archaeological Potential of the Proposed Application Site	8
Potential Archaeological Impact of the Proposed Development	9
Conclusion	9
Acknowledgements	10
References and Background Sources	11
Appendix 1: Summary List of Archaeological Sites and Artefacts (Source: Lincolnshire Sites and Monuments Record)	

## List of Figures

- Fig. 1** Location of Market Rasen (based on the 1956 Ordnance Survey 1:10,560 map sheet TF 18NW. © Crown Copyright, reproduced with the permission of the Controller of HMSO. LAS Licence No. AL 50424A).
- Fig. 2** Proposed layout of the development (based on the provisional plan © Stanley Bragg Architects, dwg. no. 4855/sk16/May 1998; reproduced at reduced scale ).
- Fig. 3** Location of the application site, showing known archaeological sites. (Based on the 1972 Ordnance Survey 1:2,500 map sheet TF 1088, plotting information from Lincolnshire SMR. © Crown Copyright, reproduced with the permission of the Controller of HMSO. LAS Licence No. AL 50424A).
- Fig. 4** Extract from the 1781 Market Rasen Enclosure Map (traced from LAO Lindsey Award 112).
- Fig. 5** Extract from the 1845 Market Rasen to Lincoln railway route plan (traced from LAO Lind Dep Plans 1/40, Sheets 1 and 2).
- Fig. 6** Extract from the 1906 OS 1:2,500 map Sheet Lincs. 45.12.
- Fig. 7** Market Rasen station from the east. A steam train is shown leaving the roofed rail shed towards Grimsby, with the goods shed centre left. Two lines of open trucks are shown in the sidings. The saw mill is front left, with another building close to the Chapel Street bridge. (Sketch drawn by George Spencer Watkinson from memory in the 1940s; used with permission of Bernard Watkinson (reproduced in Boyce 1996, 33).
- Fig. 8** Market Rasen station from the west. The roofed rail shed and goods shed are shown (right). Houses in the background are east of Linwood Road. (Sketch drawn by George Spencer Watkinson from memory in the 1940s; used with permission of Bernard Watkinson (reproduced in Boyce 1996, 33).

## List of Plates

- PI. 1 The application site, looking SW from Linwood Road. The site includes the asbestos former goods shed, the soil embankment and land extended to Highfield House (background).
- PI. 2 Wall with brick blockings on eastern station platform (looking NE to the goods shed). The wall supported the train shed roof.
- PI. 3 Ridge and furrow earthworks in the pasture field once called Cuckoo Close, at the southern limit of the application site (looking SE, with road hedge to left).
- PI. 4 Earth embankment raising the station from the former ground level to the west (looking SW from station access, outside the application site).
- PI. 5 Site conditions north of the pasture field, with disused cattle market and existing fire station (looking north).
- PI. 6 Derelict cattle market building, with goods shed on higher ground in background. Looking west.
- PI. 7 Railway embankment terraced for vehicle storage (looking north to Linwood Road/Chapel Street junction).
- PI. 8 Railway sidings and former coal yard used for equipment storage to south of goods shed (looking east).
- PI. 9 Railway bridge over Chapel Street showing the height of the track compared with adjacent properties (looking east across Linwood Road to Serpentine Street).

**Market Rasen, Lincs.**  
**Proposed Foodstore off Oxford Street**  
**Archaeological Desk-Based Assessment**  
NGR: TF 1080 8880

**Summary**

*A proposed foodstore development east of the railway track at Market Rasen will affect ridge and furrow earthworks. There is a high probability of Roman remains associated with the pottery manufacture industry; kiln waste material is recorded 20m south of the application site. Much of the application site has been altered by the adjacent raised level station and adjacent sidings; large volumes of soil imported from construction of a cutting to the SW may be present. A nineteenth century gashouse, the later cattle market and fire station will have affected any surviving archaeology close to Linwood Road. Features associated with the railway may be present within the application site.*

**Introduction**

Lindsey Archaeological Services (LAS) was commissioned in May 1998 by Montagu Evans (on behalf of Carter Commercial Developments Ltd.) to prepare an archaeological desk-based assessment of land west of Oxford Street in Market Rasen, Lincs. (Figs. 1 and 2).

The purpose of the desk-based assessment is to identify the archaeological potential of the application site by collating available existing information.

**The Application Site (Pl. 1)**

Market Rasen is situated 22km NE of Lincoln and 24km west of Louth, in the West Lindsey District of Lincolnshire.

The proposed application site is located to the SE of the centre of the small town, south of the junction of B1202 Oxford Street and Chapel Street. The site extends westwards to the railway embankment; the active line is bridged across Chapel Street. At present, the site contains a fire station to the north of the disused cattle market.

The proposed development comprises a 25,500ft<sup>2</sup> foodstore in the centre of the application site, with a car parking area and petrol filling station to the north (Fig. 2). A development of eighteen detached houses is to be located beside the store, with an estate access road off Linwood Road. A fire station may be built as part of the scheme if the existing one is removed.

**Planning Background**

No planning application has yet been submitted for the proposed development although the client has had preliminary discussions with the local planning authority, West Lindsey District Council. The Council has advised that because of nearby Roman pottery kiln sites, there is a strong possibility that an archaeological evaluation will be requested when an application is submitted (letter dated 16.4.1998).

### **Methods and Sources**

A desk top study of the application site within a 1km surrounding area was undertaken in order to identify and assess all possible archaeological constraints. Research for the assessment was conducted by G. Tann and N. Field between 3rd June and 5th June 1998; the site was inspected on 4th June. The following sources were consulted and available information researched:

- Lincolnshire County Council County Archaeology Office (Sites and Monuments Record),
- Lincolnshire Archives Office (Enclosure map, Ordnance Survey maps, manuscript maps and other documentary and published sources)
- Lincoln Central Library Reference Department, Local Studies Collection
- National collections of aerial photographs at Cambridge University and the National Air Photographic Library, Swindon (RCHM[E])

### **Topography and Geology**

Market Rasen is sited at the western edge of the Lincolnshire Wolds on the southern side of the River Rase, a small tributary of the River Ancholme. The western side of the parish lies on boulder-clay/till, with wind-blown cover-sands masking it to the east. Recent investigations on a plot east of Linwood Road suggest that the application site is probably on boulder-clay or at the western margin of cover-sands (Palmer-Brown, pers. comm.).

Oxford Road, immediately east of the application site, rises from about 24.2m OD at the Chapel Street junction (probably lowered slightly because of the bridge), to 25.4m at the Lammas Leas Road junction, and to over 28m OD by the southern end of the site. The ground level west of the railway rises to 30.7m within 300m of the application site.

### **Archaeological and Historical Background** (Fig. 3)

#### **Prehistoric**

No prehistoric finds are known from the vicinity of the application site. Cropmarks of an undated ditched enclosure thought to be prehistoric have been recorded 1km to the SE, and a flint axe was found in 1905 on Linwood Warren, 2km to the SE.

#### **Roman**

Until recently, no Roman settlement had been identified within Market Rasen parish although the extent of pottery kilns and Romano-British pottery scatters indicated nearby occupation if only by the potters.

The significance of this district in the Roman period derives from the industrial scale pottery production to the SE of the modern town and in the adjoining parish of Linwood. The production centre is one of several concentrations NE of Lincoln, together with known sites at Claxby and Walesby.

The earliest phase of the local industry, in the first and second centuries AD has been assigned the term 'Linwood-type' from the kilns excavated there. It

is characterised by two long clay or stone blocks positioned within the kiln along its axis, supporting stone slabs or square-sectioned clay bars as kiln furniture used for stacking vessels and ensuring heat circulation (Swan 1984, 122). The technique is thought to predate the Lincoln 'Swanpool-type' kilns of the early fourth century, but one typical kiln at Linwood seems to have been in use after that date.

The Linwood kiln wares were grey, with burnished areas and burnished line decoration frequently used. Typical products included cooking pots, large bowls and jars.

In the late 1960s two large waster heaps were found about 200m apart; although no kilns were found they are believed to have been nearby. The two sites were called 'Austins' and 'Gordon Field Estate' after the housing developments on which they were found (SMR 52737). The Austins collection was studied in detail and found to include decorated parisian ware beakers (named after the Parisi tribe in Yorkshire) with three narrow cordons above the decoration; the cordons have been described as the signature of that kiln, as is a unique rectangular block stamp. (Elsdon 1982, 20). Further parisian ware was found at the Gordon Fields Estate site.

Romano-British pottery was found west of Highfield in 1963 (SMR 52740), probably from a kiln site. This findspot is about 20m south of the pasture field within the application site. Several kiln and pottery find spots were reported from between Highfield and West Farm during the 1960s.

Archaeological evaluation trenching within a 6.7ha. plot east of Linwood Road (100m SE of the application site) in 1997 located areas of particularly dense second - fourth century Romano-British activity. The activity was densest close to Linwood Road on higher clay soils, tailing out to the east on sandier soils. No kilns were identified although waster sherds were abundant and some features were covered by Roman dumps of kiln debris and wasters. Slight evidence of ironworking, apparently associated with the pot production, was also found. The site appears to have been part of the industrial complex, but imported pottery and a quernstone fragment suggests that it also served a domestic function. Fuller information on the investigation is not yet publicly available (Palmer-Brown, pers. comm.).

In 1994 LAS arranged a magnetometer survey of a paddock on the eastern side of Linwood Road, between Fairfield and Lansdowne House (Field 1994). The survey identified no trace of kiln material or other archaeological features.

### **Saxon and Medieval**

The earliest recorded forms of the place-name are *aet raesnan* [973], *Resne* [1086 Domesday Survey] and *Parva Rasa* [1118 Lindsey Survey]. The name appears to derive from the Old English 'place at the planks/plank bridge', also associated with the other settlements of Middle Rasen and West Rasen (Mills 1996, 268). All three lay within Walshcroft wapentake, in the North Riding of Lindsey. Consideration of the parish boundaries suggests that Market Rasen



was originally the SE part of Middle Rasen parish, and was formerly referred to as East Rasen (Everson, RCHME archive).

Two mid-seventh century Anglo-Saxon hanging-bowl mounts were recorded from the parish in 1957, apparently from a roadside trench although their actual provenance has not been established. Metal detecting finds of three sleeve clasps and part of a cruciform brooch suggest that an inhumation cemetery is present in the area (Leahy 1993, 41). A coin found near Market Rasen in the 1980s is possibly of 720-740 AD (Blackburn 1993, 88).

In 1086 the settlement at Market Rasen (part of the manors of both Tealby and Linwood) had a mill. A market was granted in 1218-19, with a fair shortly after. Fourteenth century records hint at either an unsuccessful market status or decline perhaps associated with the mid-fourteenth century Black Death.

### **Post-medieval Remains**

The fifteenth century architecture of St. Thomas's Church reflects a rise in prosperity thought to have continued into the next century; the early nineteenth century brought a trebling of the population.

Open fields in Market Rasen were formally enclosed in 1780 (Fig. 4). Before Enclosure, the application site lay partly within the Lammas Leas open field and part had been enclosed piecemeal previously. The southern limit of the application site lay in Cuckoo Close, and land to the west was named Tee Close (Russell and Russell 1983, 68-71). The field names probably reflect the small wood opposite the application site at Enclosure, and the T-shape of the other field (Field 1972). Chapel Street represents a re-naming of part of Kilwell Road, but may follow the line of a stream which acted as the rear boundary of properties fronting onto Queen Street (Everson, RCHME archive). Most of Linwood Road, certainly south of Lammas Leas Lane, appears to have been created at Enclosure; the road has since been realigned to reduce the deflection (west of Lansdowne House) where it avoided an early enclosure.

The Manchester, Sheffield and Lincolnshire Railway (later the Great Central Railway) line through Market Rasen was commissioned in 1846 and opened at the end of 1848 (Fig. 5). The railway line passed to the east of the town centre and required realignment and construction of roads as a result. The arrangement of structures east of the track has not been identified during this research. The platform is bounded by a tall brick wall formerly punctured by frequent small entrances (now brick-blocked); the wall may have supported a large roof covering the track at the station, photographs of which were taken in c. 1909 (Dow 1965, 115). During the 1900s a complaint was made that the downside waiting room was very cold, probably because its ceiling was collapsing (LIA 1971, 40-41).

To the east of the railway track was a large goods shed, demolished at an unknown date, apart from the office which was retained at the end of the new building. This remnant was photographed during a county-wide survey of

goods sheds (Davies 1976). By 1976 the large replacement building, never fully utilised, was rented out for storage. This building remains in use (Pl. 2).

A sawyard occupied land opposite the end of Lammas Leas Lane in 1905 (OS 1906b; Fig. 6). The two large buildings are clearly visible on an enlarged 1:2,500 map published in 1911. The yard is illustrated close to Linwood Road within the application site (apparently where the present fire station is located) in a sketch by G.S. Watkinson dating to the 1940s (Figs. 7 and 8).

The coal yard east of the railway was integrally connected until the 1950s when road deliveries of coal began. The yard is no longer in use although concrete areas associated with storage of fuels remain.

A gashouse is shown within the application site east of the railway (opposite Lansdowne House, within the proposed residential development) on a one inch Ordnance Survey map published in 1893. This map has been reproduced in facsimile by David and Charles, and the publication history notes that the gashouse was added before 1854 to an electrotype printing (after 1847) (David and Charles 1970). There is a remote possibility that the label is erroneously positioned and relates to the Rasen Gas Company premises (west of the railway, off Chapel Street) built in 1837. In addition to using coal, gasworks utilised quantities of other chemicals and ground contamination should be expected. Further information about the building was not located during this assessment but in 1851 the Railway Company offered to considerably undercut the rate of the gas sold by the Rasen Gas Company with "gas of a greater brilliancy". The offer does not seem to have been accepted (Boyce 1996, 55). A small number of railways produced gas primarily for gas lighting in their Pullman carriages; the substances used or produced may have been less numerous and toxic than at later gasworks (Neil Wright, pers. comm.).

A barrel tunnel provided a rainwater and domestic waste water sewerage system during the nineteenth century. The tunnel is described as being formed after Enclosure, culverting an open watercourse for part of its length. The tunnel led from Linwood Road parallel with Chapel Street to the Dear Street area; the railway was constructed above it (Boyce 1996, 95).

Serpentine Street, the continuation of Kilnwell Road east of Linwood Road, contained a maltings and a clay tobacco pipe factory in the nineteenth century.

A flourishing sheep fair was held off Linwood Road on land beside the cattle market in the mid 1960s (Stalley 1965). The date of the cattle market and its existing angular brick building was not established.

#### **Site Visit**

The application site was visited on 4th June 1998 in dry, bright conditions.

The field to the north of Highfield, at the southern end of the site, is a pasture field currently being grazed. The field slopes down towards Linwood Road and also down towards the north.

Broad west-east aligned ridge and furrow was clearly visible, apparently overlain by a slight bank along the southern hedge boundary (Pl. 3). This sequence shows the ridge and furrow was created by ploughing before the field was enclosed from the medieval Lammas Leas or adjacent East Field. The field, known as Cuckoo Close in 1779, was enclosed privately before that date. The important implication is that this field has not been consistently ploughed since the mid-eighteenth century or earlier and archaeological deposits could be unusually well preserved below the ridges.

To the north of this field the site is divided SW-NE by an abrupt change in slope with mature trees (including an apple) along the resultant hedge line. The impression was that the higher ground towards the railway line had been artificially raised, as is apparent west of the station building (Pl. 4). The lower ground had a stone chippings surface, with evidence of drains; to the south it is used for car-boot sales (Pl. 5). An unused weatherboarded shed stands at the west edge of this area, with disused cattlepens and an angular market building nearby (Pl. 6). The fire station and associated tower occupy the northern limit of this lower level.

A broad access track has been created through the scarp up to transport and light industrial premises on the higher part of the site level with the adjacent railway platform. Surplus soil has been stored on land to the north (Pl. 7).

A large asbestos shed (the replacement goods shed) on the higher level has been sub-divided, with all the external area to the south being used for machinery or equipment storage (Pl. 8). A cursory inspection of the external area located no trace of other railway or gashouse structures, but the surface has been consolidated and concreted in places for the former coal yard.

The application site is separated from the railway premises by a tall yellow brick wall with frequent brick-blocked openings. The station remains in use (on the western side of the tracks).

The station site is considerably raised above the level of properties along Linwood Road. The bridge across Chapel Lane allows 4.7m clearance, an indication of how much higher the track is to natural ground level here (Pl. 9). It seems probable that material excavated from the large railway cutting west of Highfield was redeposited to produce a raised level site for the station with a supporting embankment on the eastern side. The application site occupies part of that embankment.

#### **Scheduled Ancient Monuments**

There are no Scheduled Ancient Monuments within the application site or which will be affected by development on the application site.

### **Listed Buildings** (DoE 1972)

Three buildings close to the application site are Listed as of Special Architectural or Historic Interest (DoE 1988). These are the Grade II\* Methodist Chapel (Chapel Road), the Grade II Maltings (Serpentine Street) and the Grade II 1848 railway station. All structures within the curtilage of a Listed Building are usually included in the statutory protection, although the extent of the listing for the station is unclear.

The listing refers to removal of the train shed roof, and the London-bound platform with its blind wall with segmented headed recesses. A timber passenger shelter was added on that platform when the train shed roof (a trussed roof spanning the tracks and resting on the top of the walls) was removed.

### **Planning Policies**

The application site lies entirely outside the Market Rasen Town Centre as defined in 1996 (ELDC 1993b). It lies within the Local Plan area but does not form part of a designated zone.

Relevant policy initiatives followed by East Lindsey District Council are detailed in its Deposit Local Plan (ELDC 1993a, 34):

#### *Conservation: Policy C8*

*The Council will not normally permit development which would harm a defined scheduled ancient monument site or other site of archaeological importance, or its setting.*

*Where such development is permitted, or, in the course of new development archaeological remains become apparent, then the developer will be required to suspend activities in order that the County Archaeologist shall be given the opportunity to excavate and record the site before development begins and to inspect and monitor the progress of development on the site.*

*The planning permission may be re-negotiated in the light of findings on site. Also, where such development is permitted, its form, scale, proportions, siting, materials, boundary treatment and associated landscaping shall take account of, and complement, the setting or archaeological significance of the ancient monument.*

Paragraph 4.27 accompanying the policy statement notes that in the case of archaeological sites not of Scheduled Ancient Monument status but "... of archaeological importance the Council will also try to make sure that the archaeological effects of development proposals are fully assessed before planning applications are determined. Planning Permission will not be

granted without such an assessment. To this end the Council will liaise closely with the Archaeological Service provided by the County Council."

Paragraph 4.28: "Policy C8 seeks to protect sites yet undiscovered or unrecorded as well as those which are fully documented. The Sites and Monuments Register is constantly evolving with information on new and existing sites. Under the National Monuments Protection Programme, English Heritage is reviewing and updating sites to be protected. This will clearly increase the number of sites to fall within the terms of this Policy."

Paragraph 4.29: There will normally be a presumption against development which would harm other sites of archaeological significance. However, permission may be granted if the Applicant has shown that the site will be preserved either in situ or by record and that the proposed development is totally sympathetic to the site's character. Site investigation and recording should be seen as part of normal development costs to be borne by the developer."

#### **Archaeological Potential of the Proposed Application site** (Fig. 9)

This site lies within 20m of known Roman pottery kilns or waster heaps associated with that industry west of Highfield. There is no obvious reason why the industry should not have extended further north, and features could be anticipated on any undisturbed site in the immediate vicinity. There is a particularly high potential for the pasture field north of High Field.

During construction of the station and railway line in 1848, the ground level for the track was artificially raised by up to about 4m compared with the adjacent land. This required a 40m-50m wide supporting embankment either side, and earlier ground surfaces may survive below it on the west and north parts of the application site. Access and investigation of deposits this deep would be difficult, especially with the active railway alongside probably needing the stability which the embankment gives.

East of the embankment, the ground level appears to equate with that of surrounding land and is probably unaltered. Much of the ground has been developed for the former cattle market and recent fire station and this will have caused considerable disturbance to upper deposits. Archaeological features on the nearest archaeologically examined site east of Linwood Road were present immediately below the present topsoil; the potential for intact remains here is low. The hard-standing area south of the pasture field may retain undisturbed levels.

The street name 'Kilnwell' probably alludes to a medieval or early post-medieval pottery or brick kiln. There is a remote chance that this could lie within the application site close to Chapel Street. The late eighteenth century Enclosure Award refers to Brick Kiln Close and Kiln Yard, but both of these are NW of the church.

It has been suggested that Chapel Street (formerly Kilnwell Road) replaces a stream, and that long rectangular plots extended south to it from Queen

Street in the medieval period (Everson, RCHME archive). This would place the application site immediately beyond the settlement core, but at the edge of undeveloped land. The stream edge location might be reflected in increased archaeological potential of all periods close to Chapel Street. Within Linwood parish, a Roman pottery kiln was found beside a stream in 1964, its location highlighting the need for water in clay preparation.

### **Environmental preservation**

The site's nineteenth and twentieth century use as railway sidings opposite the station are likely to have resulted in contamination or desiccation of any organic deposits on the site. A possible exception is on land close to Chapel Street where deeper deposits may have been waterlogged by the suspected adjacent early stream course.

### **Potential Archaeological Impact of the Proposed Development**

The store footprint at the Linwood Road frontage lies within the present cattle market area, extending back into the embanked area. This part of the application site is unlikely to retain significant archaeological remains.

The car parking area and petrol filling station will only affect the pre-railway ground surface at the Linwood Street frontage, unless large quantities of the embankment are removed. Landscaping beside Chapel Street will have the same effect. Although there is potential for Roman deposits and pottery kiln material wherever the original ground surface here is disturbed, the extent of Victorian and later activity will probably have damaged it beyond recovery.

The proposed residential development and replacement fire station represents a much greater potential impact to any archaeological remains. This part of the site has escaped major disturbance since the medieval or early post-medieval period. The mid-nineteenth century gashouse may have left some contamination in a restricted part of this area.

### **Conclusion**

The application site lies close to known Roman pottery kilns, and probably within an extensive area of industrial and associated settlement. Despite this, no archaeological finds have been reported from the application site. Medieval or later ridge and furrow cultivation earthworks survive at the southern edge of the site and these may be masking earlier features.

The relevant policies of West Lindsey's District Council's Local Plan appear to require that a developer fund archaeological investigation within the application site because of its position within an area of archaeological interest or potential. The investigation could be stipulated as pre-determination of the planning application, or as a condition placed on any planning permission.

The pasture field is certainly an area of archaeological potential. The ridge and furrow could be surveyed without difficulty, and this would produce information about the sequence of enclosure and landuse change from arable to pasture. Geophysical survey of the pasture field would indicate the

presence of pottery kilns or waster heaps, the archaeological features most likely to be present. Occupation features might also be identified from such a survey.

Evaluation trenching within that field, either targeted to 'hotspots' identified by geophysical survey or randomly distributed, could reveal a glimpse of medieval and earlier land use within the entire application site, in addition to an opportunity to find evidence of the date when ploughing ceased. Further excavation might be justified if archaeological features are located by the evaluation trenches.

The remainder of the site has been shown to have had previous land uses which may have removed or contaminated any earlier deposits which existed. If the planning authority considers that archaeological deposits, especially of the Roman pottery industry, remain in these areas, then it may request evaluation. Geophysical survey should probably be dismissed as a suitable technique because of the likelihood of imported material and metal waste from the railway sidings landuse. Trenching and/or area archaeological excavation could be required, probably with a sample size of 2%; an archaeological watching brief might prove the most suitable method of preservation by record.

The site may retain features of the railway use not identified during the site visit. These might warrant survey in advance of site clearance.

#### **Acknowledgements**

LAS would like to thank the following organisations and individuals for their help during the preparation of this assessment:

Louise Morton (Montagu Evans)

Lincolnshire County Archaeology Section, especially Jim Bonnor (Assistant Archaeological Officer), Mark Bennet (SMR Officer), Sarah Grundy (Assistant SMR Officer) and Judy O'Neill; also West Lindsey District Council, especially Frances Birch (Conservation).

Staff at the Lincolnshire Archives Office; staff at the RCHM(E) National Monuments Record Air Photograph Library (Swindon); and staff at Lincoln Central Library Reference Collection. The authors are grateful to Colin Palmer-Brown (Pre-Construct Archaeology) for his comments on recent investigations off Linwood Road, to Doug Boyce for information about excavations in 1965-7 and to Bernard Watkinson for permission to use two sketches drawn by his grandfather George Spencer Watkinson from memory in the 1940s (reproduced in Boyce 1996, 33).

The report was collated and produced by Jane Frost.

Geoff Tann and Naomi Field  
Lindsey Archaeological Services  
9th June 1998

## References and Background Sources

- Blackburn, M. 1993 'Coin Finds and Coin Circulation in Lindsey, c. 600-900' in A. Vince (ed.) *Pre-Viking Lindsey*. Lincoln Archaeological Studies 1. Lincoln.
- Boyce, G.D. (ed.) *An Early Victorian Market Town: Market Rasen in the Eighteen Fifties*. Market Rasen Local History Group.
- David and Charles 1970 *Lincoln (Sheet 29) reprint of the first edition of the one-inch Ordnance Survey of England and Wales*. Newton Abbot.
- Davies, S. 1976 *A Record of Goods Sheds still standing in Lincolnshire in 1976*. Unpublished typescript lodged at Lincolnshire Archives Office.
- Dow, G. 1965 *Great Central*, 3. London.
- DoE 1988 *List of Buildings of Special Architectural or Historic Interest*. Department of the Environment.
- ELDC 1993a *East Lindsey Local Plan Part One: District Wide Policies: Deposit* East Lindsey District Council, January 1993.
- ELDC 1993b *East Lindsey Local Plan Part Two: Settlement Proposals: Deposit* East Lindsey District Council, January 1993.
- Elsdon, S.M. 1982 *Parisian Ware: A study of stamped wares of the Roman period in Lincolnshire, Humberside and South Yorkshire*. VORDA Research Series 4.
- Everson, RCHME archive (c. 1990) *Market Rasen*. Unpublished notes in the RCHME archive.
- Field, J. 1972 *English Field Names: a Dictionary*. Newton Abbot.
- Field, N. 1994 *Linwood Road, Market Rasen: Archaeological Evaluation*. LAS Report No. \*.
- LAO Lind Dep Plans 1/40 *Market Rasen railway route 1845*. Lincolnshire Archives.
- LAO NW 4/8 *Market Rasen map 1846*. Lincolnshire Archives.
- LAO Lind Dep Plans 1/172 *Market Rasen gasworks 1888*. Lincolnshire Archives.
- LAO Lindsey Award 112 *Market Rasen Enclosure Award and Plan 1781*. Lincolnshire Archives.



- Leahy, K. 1993 'The Anglo-Saxon Settlement of Lindsey' in A. Vince (ed.) *Pre-Viking Lindsey*. Lincoln Archaeological Studies 1. Lincoln.
- LIA 1971 'Points of Interest for the Industrial Archaeologist: Market Rasen and District' (no author stated) in *Lincolnshire Industrial Archaeologist* 6, parts 2&3, 38-43.
- Mills, A.D. 1996 *A Dictionary of English Place Names*. Oxford.
- OS 1892 *Ordnance Survey 1:10,560 First edition map*. Sheet Lincs. 45 SE. Surveyed 1885.
- OS 1906a *Ordnance Survey 1:2,500 Second edition map*. Sheet Lincs. 45.16. Surveyed 1885, revised 1905.
- OS 1906b *Ordnance Survey 1:2,500 Second edition map*. Sheet Lincs. 45.12. Surveyed 1886, revised 1905.
- OS 1907 *Ordnance Survey 1:10,560 Second edition map*. Sheet Lincs. 45 SE. Surveyed 1885-6, revised 1905.
- OS 1911 *Ordnance Survey 1:1,250 map*. Sheet Lincs. 45.12 SE. Surveyed 1885-6, revised 1905; enlarged from 1:2,500 map.
- OS 1989 *Ordnance Survey 1:50,000 Landranger map* Sheet 121.
- Russell, E. and Russell, R. 1983 *Making New Landscapes in Lincolnshire*.
- Stalley, F.E. (Revd.) 1965 'A History of Market Rasen' in *Lincolnshire Life* 4, no. 6; Dec.-Jan. 1964-65.
- Swan, V.G. 1984 *The Pottery Kilns of Roman Britain* RCHM Supplementary Series 5. London.
- Wright, N.R. 1982 *Lincolnshire Towns and Industry 1700 - 1914* History of Lincolnshire 11, Lincoln.

## APPENDIX 1

### Summary List of Archaeological Sites and Artefacts (Source: Lincolnshire Sites and Monuments Record)

	SMR PRN No.	NGR (TF)	Description
1	54112	1079 8894	railway bridge over Chapel Street
2	53632	1071 8875	railway station building
3	52740	1070 8854	Roman pottery, including samian, found 1967-8; also 3rdC pottery and possible kiln material but no wasters, found 1963. Close to Highfield, west of Linwood Road
4	52737	104 884	Romano-British pottery, greyware sherds, on Gordon Fields estate west of railway cutting, 1968
5	52736	107 883	Roman pottery kilns, 3rd-4thC, excavated 1965
6	52751	1080 8835	ridge and furrow
7	54269	111 885	possible kiln sites, east of Linwood Road

#### Abbreviations

NGR: National Grid Reference

LSMR: Lincs. County Sites and Monuments Record

SAM: Scheduled Ancient Monument

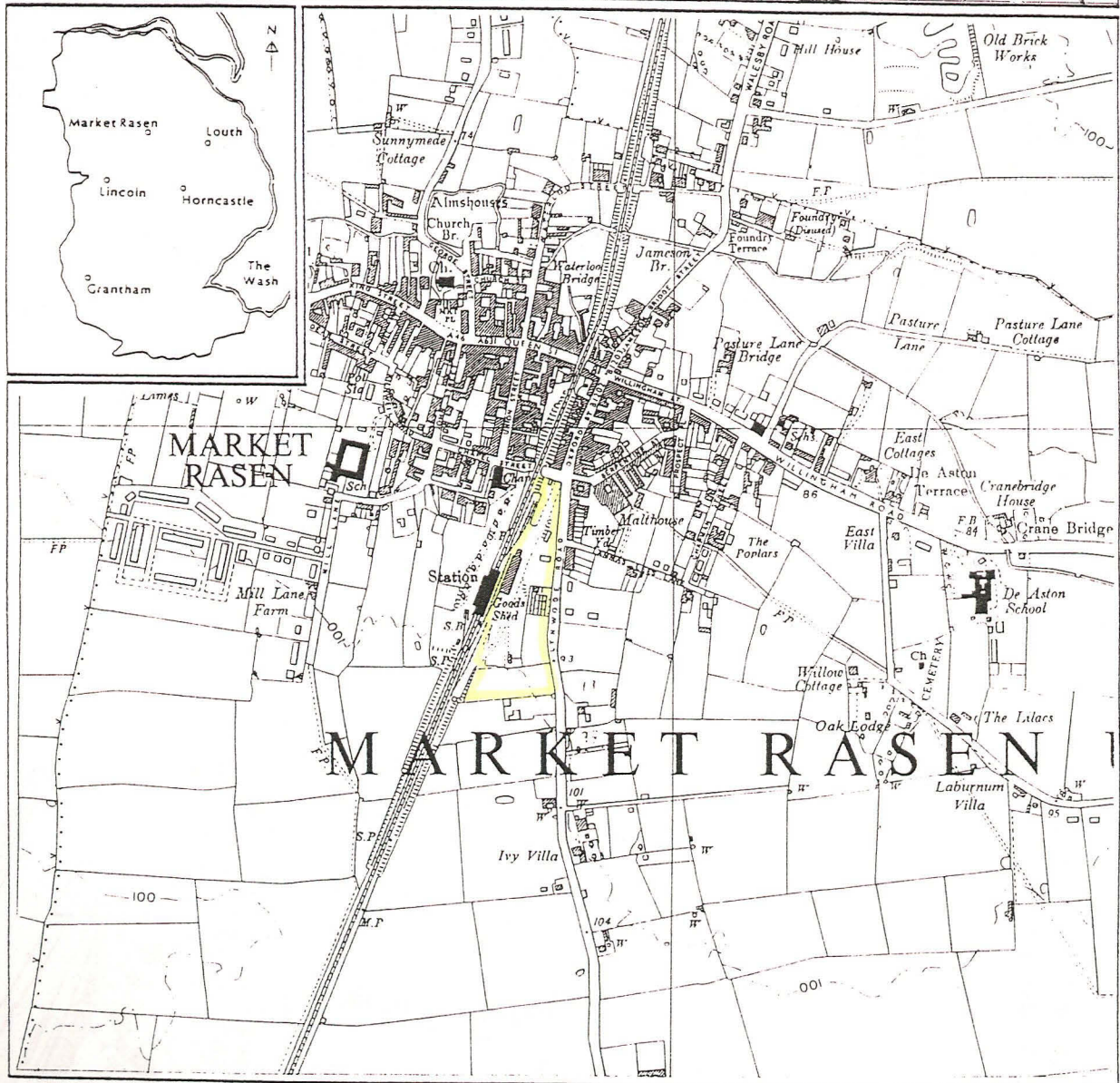
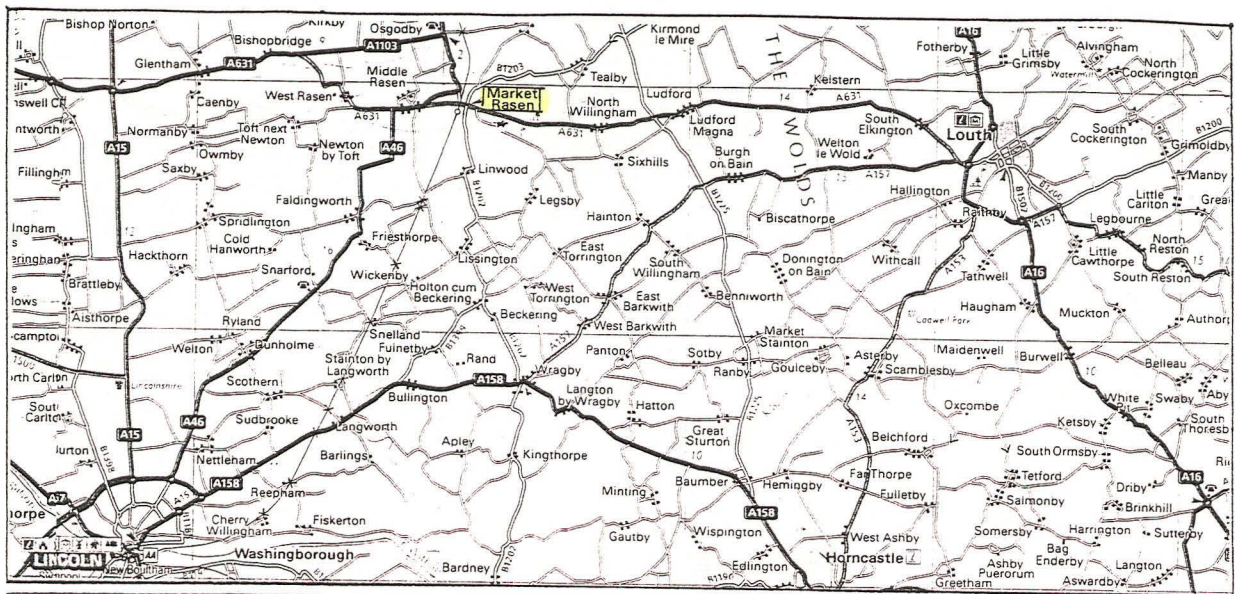


Fig. 1 Location of Market Rasen (based on the 1956 Ordnance Survey 1:10,560 map sheet TF 18NW. © Crown Copyright, reproduced with the permission of the Controller of HMSO. LAS Licence No. AL 50424A).

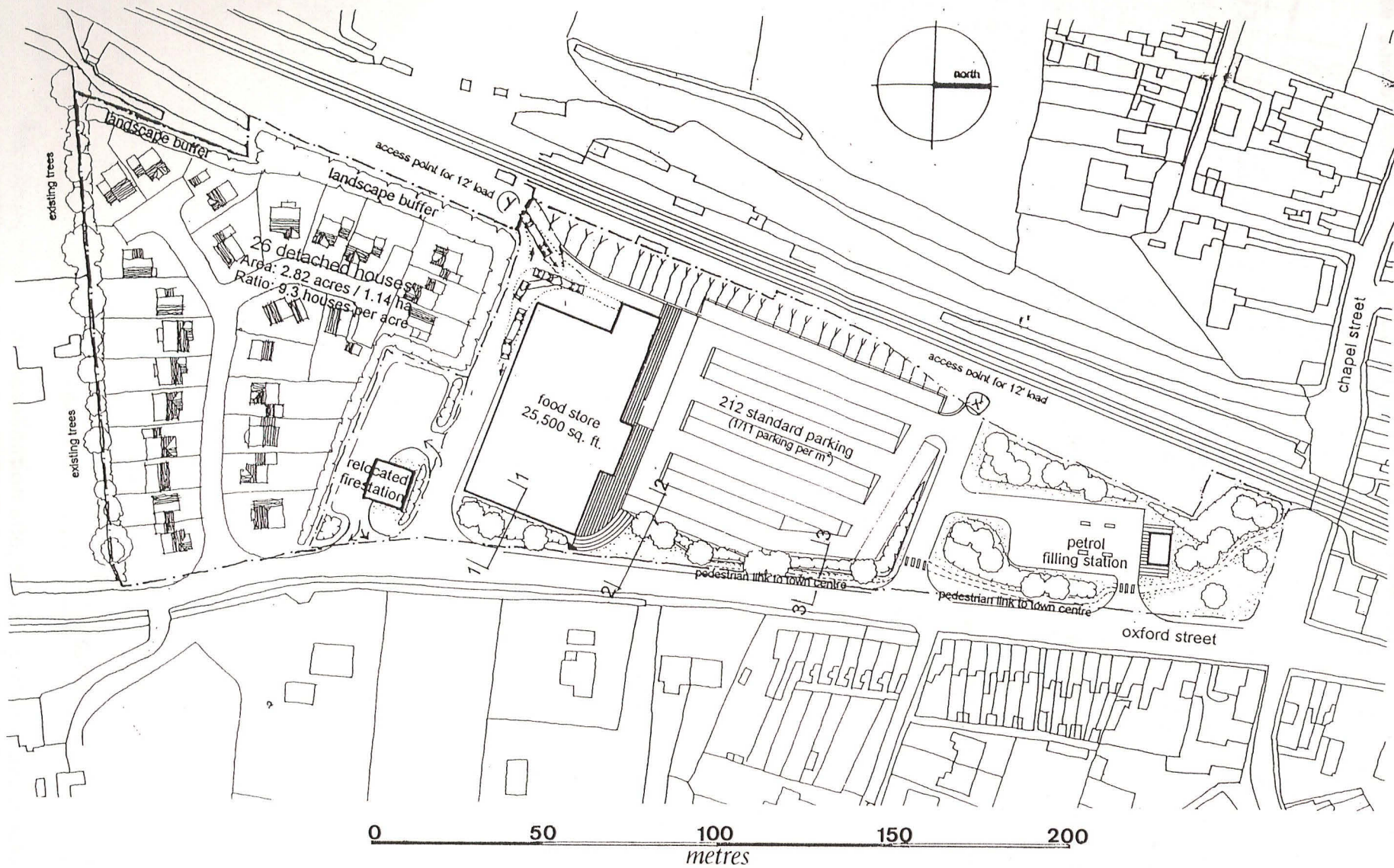


Fig. 2 Proposed layout of the development (based on the provisional plan © Stanley Bragg Architects, dwg. no. 4855/sk16/May 1998; reproduced at reduced scale).

- 54112 railway bridge over Chapel Street
- 53632 railway station building
- 52740 Roman pottery and possible kiln material
- 52737 Romano-British pottery, Gordon Fields estate
- 52736 Roman pottery kilns, 3rd-4thC
- 52751 ridge and furrow
- 54269 possible kiln sites, east of Linwood Road

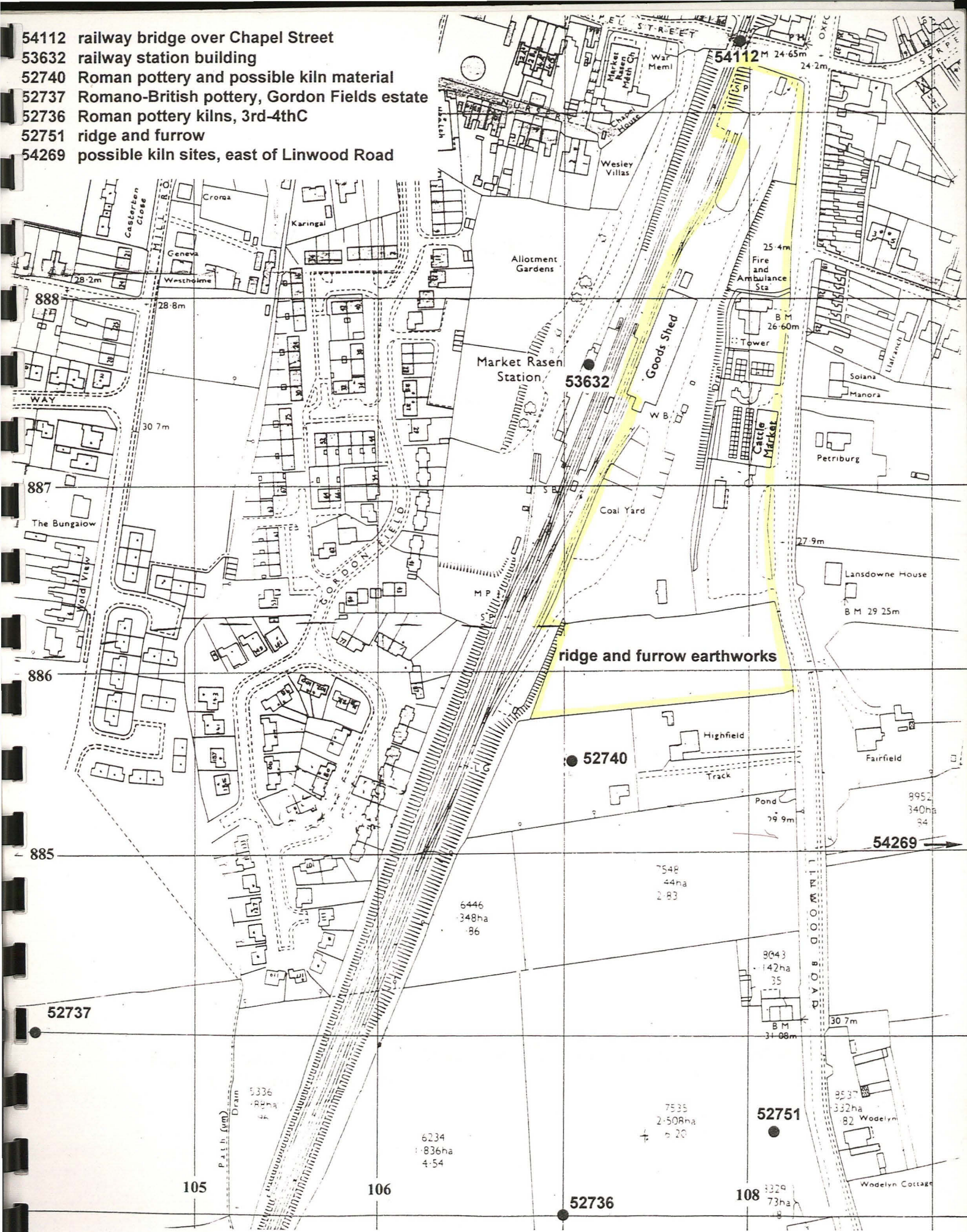


Fig. 3 Location of the application site, showing known archaeological sites. (Based on the 1972 Ordnance Survey 1:2,500 map sheet TF 1088, plotting information from Lincolnshire SMR. © Crown Copyright, reproduced with the permission of the Controller of HMSO. LAS Licence No. AL 50424A).

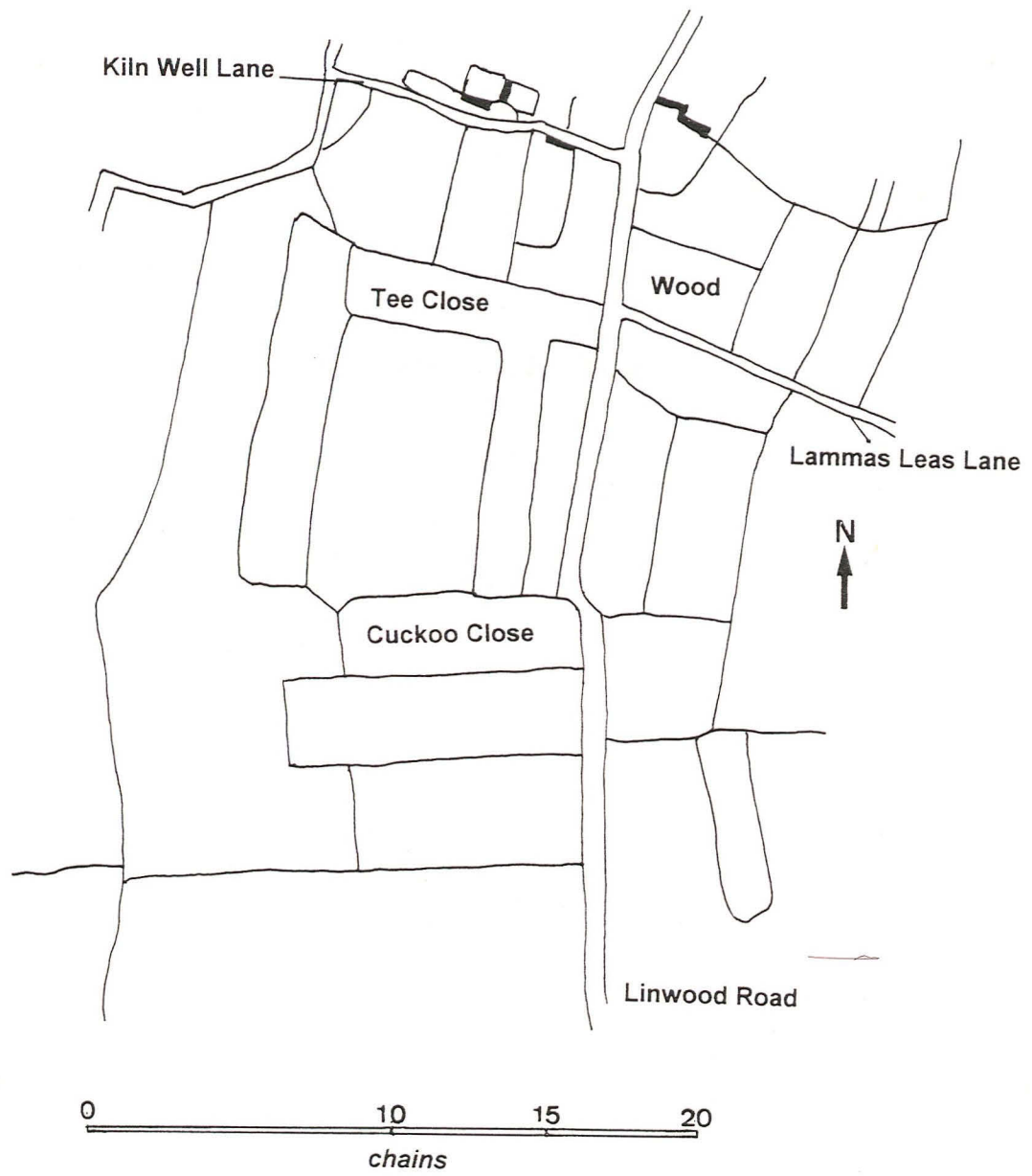


Fig. 4 Extract from the 1781 Market Rasen Enclosure Map (traced from LAO Lindsey Award 112).

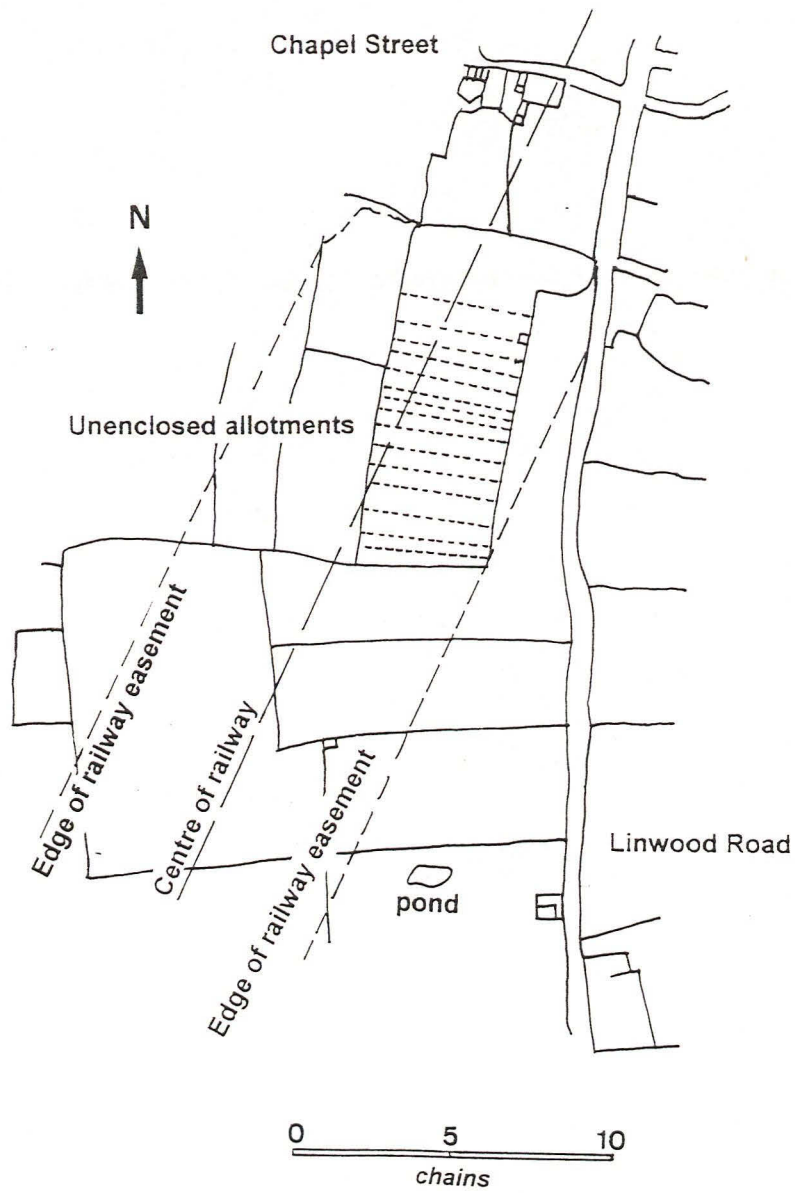


Fig. 5 Extract from the 1845 Market Rasen to Lincoln railway route plan (traced from LAO Lind Dep Plans 1/40, Sheets 1 and 2).

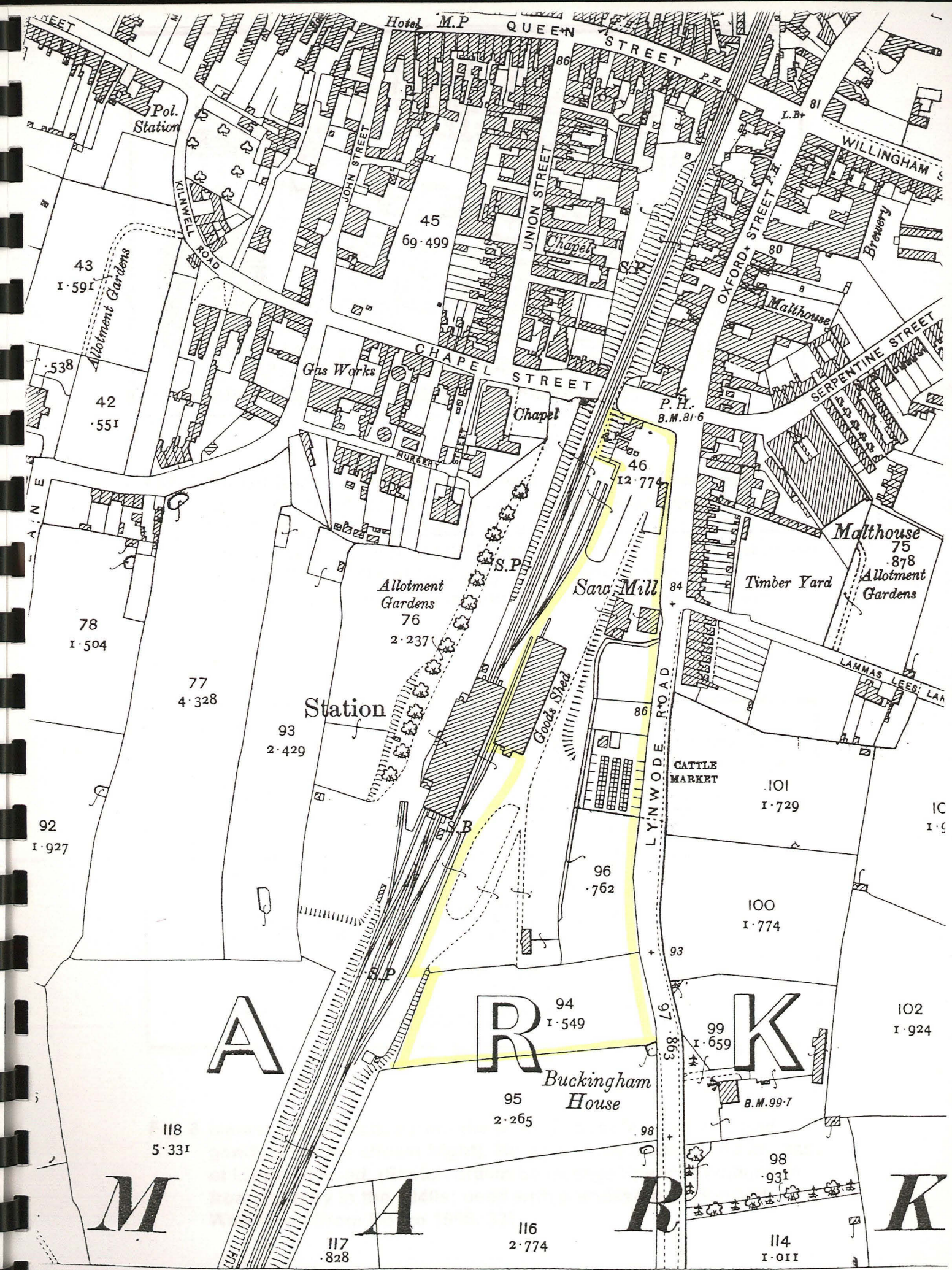


Fig. 6 Extract from the 1906 Ordnance Survey 1:2,500 map Lincs. 45.12.



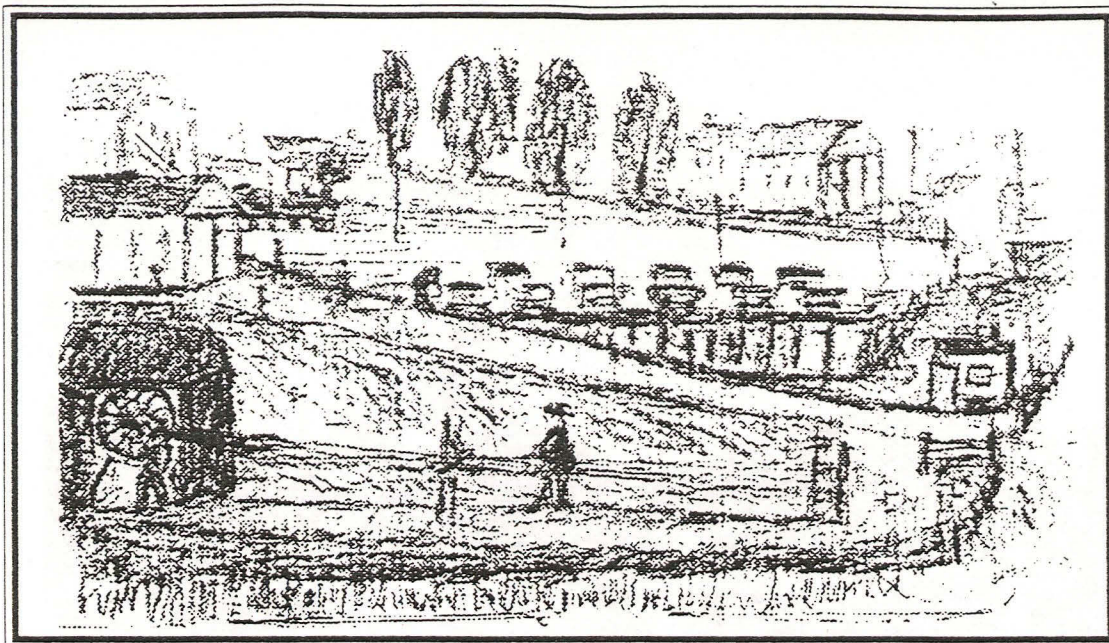


Fig. 7 Market Rasen station from the east. A train is shown leaving the roofed rail shed towards Grimsby, with the goods shed centre left. Two lines of open trucks are shown in the sidings. The saw mill is front left, with another building close to the Chapel Street bridge. (Sketch drawn by George S Watkinson from memory in the 1940s; used with permission of Bernard Watkinson (from Boyce 1996, 33).

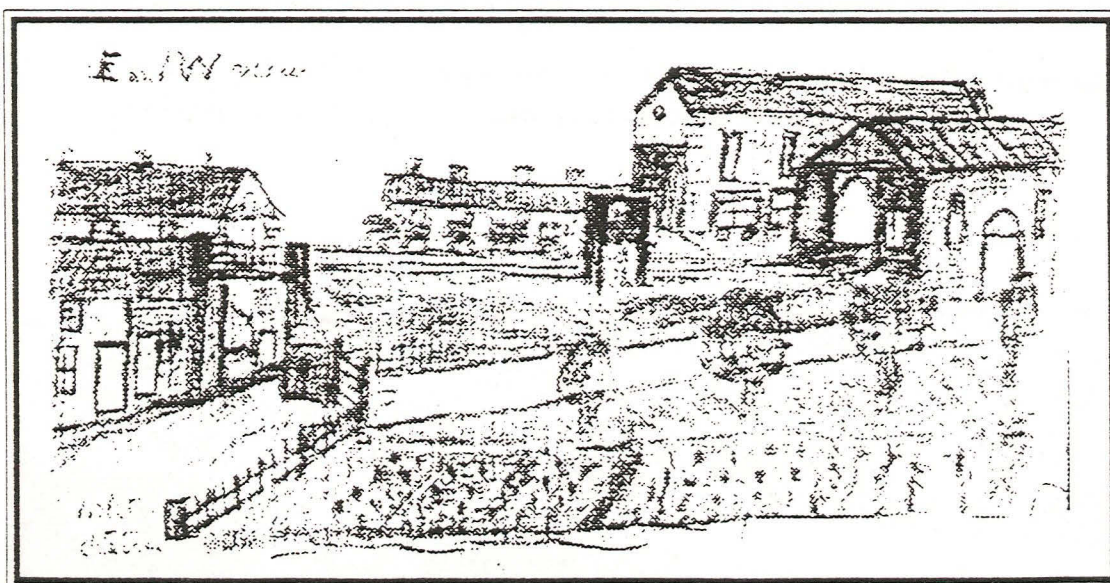


Fig. 8 Market Rasen station from the west. The roofed rail shed and goods shed are shown (right). Houses in the background are east of Linwood Road. (Sketch drawn by George Spencer Watkinson from memory in the 1940s; used with permission of Bernard Watkinson (from Boyce 1996, 33).



**Pl. 1** The application site, looking SW from Linwood Road. The site includes the asbestos former goods shed, the soil embankment and land extended to Highfield House (background).

**Pl. 2** Wall with brick blockings on eastern station platform (looking NE to the goods shed). The wall supported the train shed roof.





PI. 3 Ridge and furrow earthworks in the pasture field once called Cuckoo Close, at the southern limit of the application site (looking SE, with road hedge to left).



Pl. 6 Derelict cattle market building, with goods shed on higher ground in background. Looking west.

Pl. 7 Railway embankment terraced for vehicle storage (looking north to Linwood Road/Chapel Street junction).





**Pl. 4** Earth embankment raising the station from the former ground level to the west (looking SW from station access, outside the application site).

**Pl. 5** Site conditions north of the pasture field, with disused cattle market and existing fire station (looking north).





Pl. 8 Railway sidings and former coal yard used for equipment storage to south of goods shed (looking east).

Pl. 9 Railway bridge over Chapel Street showing the height of the track compared with adjacent properties (looking east across Linwood Road to Serpentine Street).

